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A RETROSPECT ON 1837.

THERE certainly can be no better way of commencing the New Year than by taking a review of what has been done during the Old, nor can the first pages of this volume be devoted to a fitter purpose than in summing up what has been done for our profession during the twelve months which have just rolled over our heads, and in anticipating what improvements may be effected in that new-born year of which the events yet lie hid in the womb of futurity.

The past year was ushered in by the long-looked for Brevet—a measure on which many of the veteran officers of our army, worn out by long service, rested their hopes of retirement from the active duties of their profession; but this long-expected boon, instead of carrying with it that provision for old officers which was anticipated, has only added to their cup of bitterness. Owing to the unhealthy character of our Colonies, a great proportion of the officers of the Line are cut off at an early age, others are so broken down in constitution as to be obliged to retire altogether from the service long before they pass even the subaltern grades of their profession; it might, therefore, have been expected that some degree of consideration would have been shown to the claims of the survivors in the distribution of this promotion; but, so far from that being the case, though 67 Colonels were promoted to be General Officers by that Brevet, only 3 of these were selected from 109 battalions of the Line and Colonial corps; while, out of 157 officers promoted to be Colonels, 16 only were from full-pay of the Line, and out of 116 promoted to the rank of Lieutenant-Colonel, 7 only were from that branch of the Service; so that in these three ranks not one-tenth of the promotion was awarded to a body of officers who constituted about four-fifths of the whole number in the Army.

Even so far as regards the Brevet Majorities, one-half only of the 134 granted fell to the officers of the Line; nor would they have had so much, but that those on half-pay, who had received the larger share in the other steps, could not by the regulations of the Service be permitted to avail themselves of that promotion.

Nor was this all; but in the full-pay promotions consequent on this Brevet, a still greater disproportion existed in the share of the officers of the Line. In 109 battalions there were but 12 promotions, while the Household Troops, consisting of 7 battalions and 3 regiments, shared among them 13, and 10 battalions of Artillery and Engineers no less than 208.

Is it, then, to be wondered at that this Brevet, instead of fulfilling the expectation of those old officers of the Line, on whose claims to promotion and retirement it was principally founded, should have been as gall and wormwood to them? Does the Parliament of Great Britain know that the temporary expense thus incurred has been applied, not so much to reward those who have been serving them at every risk of life, health, and constitution, as those who either have had no duty at all to perform, or whose duties have never carried them beyond the limits of their native land? We mean not to disparage the services of any of the other branches of the Army which have been more fortunate in this respect. The officers of Artillery and Engineers, in particular, have a strong claim on the gratitude of their country, and most of them have earned their present rank by many years of long and faithful service, and the toils and dangers of many a bloody field. All we contend for is, not that they have got too much, but that the officers of the Line have got too little. Still less are we inclined to undervalue the claims of that portion of our half-pay officers who have been the victims of reduction, or have only quitted the active duties of their profession when incapacitated for them by the chances of warfare or the deterioration of constitution resulting from a long course of service; but had the same extent of promotion, lavished on others not in this category, been conferred on the officers on full-pay of the Line, together with the class of half-pay officers above described, it would have afforded one of the most valuable boons ever received since the establishment of the British Army.

Let us not be told, in extenuation, that this Brevet has been awarded on the same principles as all others which have preceded it. Cannot our authorities see, that if those who have been serving merely at home, or in healthy climates, or who perchance have never been serving at all, are to have the same right to Brevet promotion, according to the date of their commissions, as those who have been encountering pestilence and disease in every shape, and in every quarter of the globe, the reward must invariably be in an inverse ratio to the service performed, and that the greater chance of survivorship must always give to the former that promotion which would otherwise have fallen to the latter? The records of the mortality among British officers, published in this Journal in June, 1835, were sufficient to have demonstrated the inevitable consequences of such a system of promotion. The officers of the Line die thrice as fast as those of the Heavy Cavalry and Guards, who for the last twenty-two years have not served beyond their native shores, and twice as fast as those of the Artillery and Engineers, who have not nearly the same extent of Colonial service in unhealthy climates to undergo; consequently, in the course of a few years, when this difference in the chances of survivorship will begin to tell even more strongly than at present, these fortunate branches of the Service, with the officers on half-pay, must necessarily engross all Brevet promotion, to the entire exclusion of the officers of the Line, who cannot, from the nature of their service, live sufficiently long to claim it.

Even the extension of the Brevet Majorities to the Captains of 1822, intended, we presume, as a sop to the officers of the Line, has rather tended to increase than diminish the bitterness of feeling with which the whole of that promotion has been regarded by the old officers of the

Army, many of whom it is well known, after serving through the whole of the Peninsular war as subalterns, did not, from the slowness of promotion, attain their companies till the augmentations in 1824 and 1825. These men have very naturally indulged the hope that their long services, prior to attaining that rank, would be taken into account in a measure which was founded solely on the necessity for giving advancement to old and deserving officers, instead of which, by the Brevet being extended to all Captains of 1822, without any reference to previous service, it has not only blighted these hopes, but they have had the mortification, in many instances, of being superseded by their juniors, who entered the service after the war, but had the good fortune to attain the rank of Captain rapidly by purchase.

The result of this Brevet must be quite sufficient to convince the old officers of the Army, that it is not from the operation of this description of promotion that they can ever look forward to attaining a provision for their old age; but that its general effect must always be, to make those who have been already fortunate in their promotion still more so, and to bestow an additional income on those who have already got too much for all the services they have ever rendered. Thus though the claims, merits, and services of the old officers of the Line are invariably set forth in Parliament as the grounds for supporting the necessity of a Brevet, not a title of the advantages which it confers ever reaches them.

Let there be no more idle clamouring, then, on the subject of Brevets, but let every officer of the Line use his endeavours to obtain what can never be perverted from him to the advantage of others—we mean, a retiring allowance proportioned to length of service. The bounty of Parliament is, we trust, not exhausted, provided it was shown that the provision intended for old and meritorious officers by the late Brevet has, from the unequal operation of that mode of promotion, entirely failed of its object. If among our military Senators there is none so far worthy of the commission he bears, as to espouse the cause of his brother officers, we should hope the same member who brought forward that subject on a former occasion (Mr. Bannerman) will volunteer his services again in so good a cause; and if all those officers who have served twenty-five years and upwards on full pay, and still remain in the rank of Captain, were to provide him with a statement of their claims and services, contrasted with those of the youngest officers promoted under the last Brevet, we feel confident that he could readily demonstrate the impossibility of effecting an adequate provision for old officers by that description of promotion, and that Parliament would readily resort to the only means by which that desirable object could be effected—the establishment of an adequate retiring allowance, proportioned to length of service, as enjoyed by the members of every civil department of the State.

In pointing out such a course, we mean no disrespect to our military authorities, who, however anxious to reward old officers, possess not the means of doing so, and who, having just obtained Parliamentary sanction to the expenses of a Brevet for that purpose, may not be disposed to ask a second boon of that nature, on the plea that the first has, from the mode of distribution, proved inadequate to the object for which it was granted.

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Of the military changes which the past year has witnessed, one of the most important is the increased number of non-commissioned officers who have obtained commissions. On reference to the Gazettes, it will be seen that about thirty-five have thus been promoted within the last twelve months, so that at least one-third of the commissions without purchase which have fallen vacant must have been thus bestowed, being quite as large in proportion as would have been granted in the French service, of which the regulations in this respect have been so much pressed upon our imitation. This is certainly adding another prize to the lottery of military life, which, under proper regulations, may prove one of the best possible means of drawing a better class of men into our ranks, and of preventing non-commissioned officers from sinking into that state of hopeless apathy which the idea that they had no further promotion to look forward to was but too likely to induce.

We forbear entering into any details of the minor evils to which, constituted as our Army at present is, this extension of promotion from the ranks may possibly give rise; it is sufficient that the measure has been adopted, and by those who have no doubt the best means of duly estimating its probable results, both as regards the interests of the Service, and the benefit of the individuals themselves; but what we feel bound to point out is, that as the practice at present stands, the risk of all its possible disadvantages is encountered without even a chance of the principal advantages which might readily be derived from it. In order that this boon may have its due effect in inducing young men to enter our ranks, with a view of obtaining commissions, it is first necessary that they should be assured it is not a mere temporary expedient, *ad captandum vulgus*, for the moment, afterwards to be abandoned, according as the whim or caprice of those in power may dictate. To give the measure due weight, it would require to be officially announced by the military authorities that a certain proportion of all the vacant commissions without purchase is in future to be thus bestowed; and, no matter how small that proportion may be, provided only it be definite, there would be no want of competitors. We hope yet to see an official intimation to this effect circulated, not only throughout the Service, but in every parish, by which means the profession of a soldier would at once rise in the estimation of parents, who, instead of looking on their sons' enlistment as a degradation, would be inclined to regard it as an honour, when they found they had the prospect of earning a commission, provided their conduct and education fitted them to hold it. At present, so far as regards the obtaining of a better class of recruits, this boon is of no avail whatever, and must undoubtedly continue so till it is made known in some better way to the general mass of the population than through the medium of Gazettes which they never read, and the protestations of recruiting-serjeants which they never listen to.

To give this measure due effect, however, as a boon to the Army, two things are absolutely necessary. The person promoted to a commission should be able to maintain himself in his new rank, and he should be possessed of such an education as will fit him for the society of his brother officers. No means have as yet been taken to ensure either. The pay of a serjeant-major before promotion is 3s. 1d. per day, or 54s. 10s. 5d. per annum, besides clothing; he dines for 6d., and has

not the rank of gentleman to support. His pay as Ensign, *minus* mess and band fees, is 84*l.* per annum; he has to provide his own clothing, and must pay from 2*s.* to 2*s.* 3*d.* per day for his dinner, whether he eats it or not; he must keep a servant, and support the character of a gentleman. Whether his condition therefore is really improved by this promotion, is a question which even the ex-Member of Middlesex would readily decide in the negative; and if he is thus placed in a worse position in this respect, than before, who is to blame if he ultimately disgraces his commission by a failure in those pecuniary and other engagements so rigidly enforced in our Service? Himself,—because he cannot effect an impossibility; or those who placed him in the sphere of a gentleman without limiting his necessary expenses, or increasing his income sufficiently to meet them?

Never had our military Authorities a better opportunity of improving the condition of the junior ranks in the Army than when this extension of promotion from the ranks was pressed upon them, for even the most rigid economists could not have refused their assent to a measure which was essential to preserving the most worthy of our non-commissioned officers from being ruined by a laudable ambition. But has this been done? No, though they have condescended to copy this system of promotion from the French, they have forgot to adopt the practice in that Service of giving a sum of from 30*l.* to 40*l.* for equipment money to those promoted to the rank of officer; and we believe the consequence has been that in some instances the parties have been fitted out by a general contribution in the corps, certainly by no means a pleasant way of commencing one's career as an officer and a gentleman in the Service.

We call on those well-meaning philanthropists with whom the extension of this system of promotion originated, to see that their good intentions in behalf of the well-conducted soldier are not converted to his bane, and trust that before the termination of another year we shall see the income of the junior ranks in the Army adapted to their necessary expenditure.

The want of education under which many promoted from the ranks labour, could easily be remedied, at least so far as regards future candidates, by a general system of education in our Army; and since a *tiers état* is thus about to be introduced into the commissioned ranks, it is but justice to the parties promoted, as well as those with whom they are to associate, that they should be fitted by education for the place they are destined to hold in society. To effect this, it is only necessary that every soldier who has not acquired the elements of knowledge before, should be forced to attain them after enlistment. Surely the long listless hours which hang so heavily on his hands could be employed in no better way than in acquiring such an education as would fit him to become an active and intelligent non-commissioned officer, and possibly open to him the path to higher promotion, or at all events would facilitate his earning a livelihood, in the event of reduction or discharge.

We discipline the soldier's body, but take no pains to discipline his mind, and yet lift up our eyes in astonishment that he should follow the brutish propensities of nature, and revel in the lowest debauchery, with the certainty of the lash, the guard-house, or the hospital before him.

eyes. This our Generals deplore, our Legislators lament, every one declares it to be the only blot upon our Army; Royal Commissions are issued, and huge volumes printed, in the vain hope of remedying it, but none seem ever to have taken into view that but for the blessings of education they might do exactly the same. They may start at our assertion, but fearlessly do we repeat it; place them in the same situation as the soldier,—deprive them of the advantages of that education which enables them to foresee and reflect on the consequences of their actions,—leave them plenty of leisure time on their hands without teaching them how to occupy it,—and the results would be the same as in the case of the soldier.

Let those who are inclined to deny the correctness of our position only trace the dull monotonous routine of a soldier's life in garrison, particularly in warm latitudes, where intemperance is most prevalent. He rises about five o'clock, and at six is under arms on the parade-ground; at seven or eight comes his breakfast; that over, and his accoutrements put in order, which may readily be done in the course of an hour, the next question is, how to employ himself till dinner. If in a tropical climate, the heat of the day has by this time set in, and the barrack-gates are closed for the next eight hours. The oft-tried game of fox and geese ceases to amuse him, and, after playing a few rounds at quoits, under the verandah, he comes in exhausted and perspiring at every pore. How gladly then would he employ himself in the perusal of some entertaining volume, or in writing letters to his far-distant friends; but no, these sources of amusement are all shut out from him—he can neither read nor write, or, at best, can do both so imperfectly, that the toil would more than compensate the pleasure. He has no subject even for reflection, for his mind is a perfect blank. He has neither wife nor child to occupy his attention, and perhaps there is not, within the barrack-square, a disengaged damsel to make love to. Man must have excitement of some kind or other,—so, all other sources failing, off he flies to the canteen, and in the wild mirth and noisy revels of his intemperate companions contrives to pass the hours till dinner time.

This meal, in most warm latitudes (except the East Indies), has hitherto consisted, for several days in the week, of salt meat, a pound of which taken into the stomach, with the thermometer at 90°, may readily be supposed not at all likely to add to his temperance. Before dinner he drank from choice—after it he drinks from necessity. By the time the bugle sounds for evening parade his intoxication is complete: reeling and staggering, he vainly endeavours to steady himself in the ranks, is detected by his commanding-officer, and sent to expiate his follies in confinement; fortunate if in his moments of intoxication he has incurred no higher punishment.

Now we maintain that, were a hundred presidents of as many Temperance Societies placed for a series of years in the same situation, and under similar circumstances, without the influence of education to protect them, at least ninety and nine would ultimately be found to have renounced their aquatic predilections, and become as fervent worshippers of Bacchus as ever crowded the precincts of a guard-house.

Much has been done—much written—about the punishment of crime in the Army; but little, very little, about its prevention, which can best

be effected by giving the soldier such an education as will render him capable of reflecting on the remote as well as immediate consequences of his actions, afford him a useful occupation for his leisure hours, and raise his own character and that of his profession in the estimation of the public.

Let us not be told that all this has been done already—that there are schools in every corps, where a soldier may obtain the first rudiments of education, *if he chooses*; but it is this leaving it merely to his option which renders the whole system abortive. In order to ensure an education for our children we do not send them to school *if they choose*, but whether they choose or not; and, in the excess of our love, bestow many a hearty flagellation on them if they happen to absent themselves. Soldiers are in this respect mere children; nor will they, if left to themselves, be one whit more inclined to enter on a path which, however pleasing and profitable in its termination, must appear to them rough and thorny at the outset.

We mean not to suggest that all soldiers now enlisted should be sent to school *volentes volentes*, perhaps such a measure would appear harsh. All we contend for is, that a certain portion of elementary education should be combined with the other military instruction of a recruit, and that, till he has acquired such a knowledge of reading, writing, and arithmetic, as would fit him to discharge the duties of a non-commissioned officer, he should not be dismissed from drill, nor receive any of those indulgences of occasional leave which are generally extended to a trained and well-conducted soldier. The rapidity with which this class of men would attain promotion must act as a spur to those who had entered before them, and we should soon find the latter glad to do that voluntarily which it had been necessary to render compulsory on the former. As the privates learned to read, the serjeants would feel that they must learn to spell; and the officers that, if they wished to possess a moral as well as a physical influence over the men, it was necessary they should exhibit some acquirements beyond the mere rudiments of education. Parents would then see their children enlist into the Army with pleasure—certain that they would there at least obtain such an education as would facilitate their earning a livelihood if discharged, or give them a chance of attaining the higher grades of their profession if they continued in it. The discipline of corps would be improved, for the choice of non-commissioned officers would no longer be confined to the few, too often of dubious character, who had received the rudiments of education previous to enlistment, but every soldier would be fitted to hold that rank, and then, certainly, the *élite* of such non-commissioned officers, chosen from so wide a field of selection, might occasionally be promoted to commissions, without their new situation in life creating either embarrassment to themselves or causing their brother officers to blush for their ignorance.

Let us hope then, that as the year 1837 has witnessed the extension of a system which is likely to elevate a considerable proportion of our non-commissioned officers to the rank of gentlemen, that the following year will produce a regulation which will not only ensure that being qualified for it, but enable every brave and well-conducted soldier to become ultimately a candidate for so honourable a prize.

The year 1837 has brought to the Army another boon of no small magnitude in the new system of reliefs, by which we trust the necessity will be for ever obviated of condemning corps, for a long series of years, to service in unhealthy climates, often to the utter annihilation of its original members. The arrangements have been completed, and the experiment is about to be made, of dividing the period of service equally between the Mediterranean, West Indies, and America; and we trust ere long to see the same course of relief extended to the Eastern Hemisphere, where the evils of a protracted service must no doubt be experienced in an equal if not greater degree.

We understand that the principle on which regiments were formerly kept so long in tropical climates was not so much the expense of relieving them, as the idea that young soldiers died much faster than old ones, and that the longer they remained there the less they would be likely to suffer from the climate. This belief has for many years been so generally entertained in our Army that no one ever thought of investigating whether it was actually the case or not, or of inquiring how it could possibly happen that the immutable laws of nature, which regulate the increase of mortality with the advance of age,\* were to be changed merely because a person wore a red coat, or had accepted a shilling in the name of her Majesty. In the recent investigation into the mortality amongst the troops in the colonies, however, the proportion of deaths at each age must necessarily have become the subject of inquiry; and, though the results have not yet been laid before the public, the recent alteration of the system of reliefs is a sufficient proof that the alleged exemption of old soldiers and long residents in tropical climates from mortality cannot have been borne out by the returns of a long series of years. In the course of a few months we hope, from the publication of these results, to be able to offer undoubted evidence on the subject; but in the mean time we congratulate our profession on the improvement in the system of reliefs, which appears to have originated from them.

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We trust that the year 1837 has also sealed the doom of the transport system, which has hitherto operated so prejudicially to the comfort of the soldier and the interests of the public, and that the experiment which is now making of fitting up several of our men-of-war as troopships, will demonstrate the inexpediency of paying a high rate of freight for the conveyance of soldiers, in crazy ill-conditioned transports, at a period when hundreds of the finest vessels that ever bore the British flag are absolutely rotting in our harbours for want of employment.

We understand the vessels fitting up for this purpose contain the most ample accommodation, and are, in fact, complete specimens of a floating barrack, where every officer will have his cabin, and every soldier a comfortable berth. We trust that to this improvement will be added that of having only as many soldiers on watch during the night as are necessary to assist in working the ship, instead of keeping a

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\* At page 122 of the present Number will be found several Tables illustrative of the progressive increase of mortality, as well as the increased severity of disease with the advance of age, which we recommend those who feel interested in this subject to refer to.

third of them constantly on deck, exposed to the inclemency of the weather, whether their services are required or not, as heretofore. How often have we seen, by this injurious system, a hundred soldiers transferred in the middle of the night from their comfortable hammocks to sleep about the decks exposed to the dews of heaven, when the sailors on watch were more than enough to do the duty of the ship, and were absolutely quarrelling with the troops for being constantly in their way! What opinion should we entertain of a commanding-officer who, on shore, insisted on a third part of his men remaining in the open air all night, merely because half-a-dozen of them might be required to pull a rope, and that not perhaps once a week?

We believe the practice to have originated in those days when it was deemed of more importance to save a few pounds in the tonnage, than to preserve the health of the soldier; and by this ingenious expedient of keeping a third always on deck, a vessel was made to carry that proportion more than she had accommodation for. Happily those days have now passed away, and we hope with them this regulation will also. The Commander of the vessel is surely the best judge what number of soldiers may be necessary to aid in working her; let that be fixed by him at the commencement of the voyage, and a certain proportion told off for the duty in rotation. When so few are really required, it certainly appears somewhat preposterous to make it a nightly burden on the whole.

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Among the military changes of the past year, we must not omit to congratulate the Army on the substitution of fresh for salt beef rations in the West India colonies, which will certainly add much to the comfort, and, we trust, also to the health of the troops there. We cannot avoid putting the question—what have our military authorities in these colonies been about during the last dozen years, that they never brought to notice the very simple fact, that, while the troops were restricted to an innutritious and unhealthy diet, fresh provisions could, under the most simple arrangements, have been obtained at equal, if not less cost? By an official letter from the Colonial Secretary at Demerara and Berbice, quoted in the late work of Sir Andrew Halliday on the West Indies, it will be seen that an offer was made by the inhabitants there to supply fresh provisions constantly to the troops at 6d. a-pound, being a fraction under the price of salt—but it appears was made ineffectually; and there seems good reason to apprehend in this, as well as many other instances, that the interests of the home contractors have been preferred to those either of the soldier or the public.

We wonder if it ever occurred to our military authorities abroad, while they were sanctioning the infliction of tens of thousands of lashes annually for drunkenness, that this crime was but too probably induced by the excitement of thirst arising from the unnatural restriction of the troops to salt food. Did it never occur to them that those dysentery affections by which hundreds upon hundreds of their men were cut off annually, while their officers were scarcely affected by them, might possibly be aggravated by such a diet? We mean not to attribute these, as some do, entirely to that cause, for well as we know that in other countries, particularly the East Indies, they

are equally fatal, though the soldier never tastes salt provisions; but there all classes are affected in nearly an equal degree, which shows these diseases to be inherent in the climate; but it must still be fresh in the recollection of many to what a frightful extent they increased, when a part of our troops in the East were in a great measure restricted to salt provisions at the commencement of the Burman War; and they must, indeed, have been blessed with the *dura ilia messorum* who suffered not under such circumstances.

While referring to the West, we must, *en passant*, notice two propositions for preserving the health of the troops in that country, particularly in Jamaica. One of these—made by a distinguished General Officer—is to embark them in vessels anchored in Port Royal harbour during the months of July, August, September, and October; but the important fact has been overlooked that these months do not always constitute the sickly-season; that, on the contrary, the sickly-season often extends till December, and commences as early as June; and that it not unfrequently happens, as was the case in 1822, that the seasons are entirely reversed, as will be seen by the number of the deaths in each quarter of that year, supplied to us by a medical friend on the spot:—

1 Quarter, from 1st Jan. to 31st March . . . . .	126
2 do. do. 1st April to 30th June . . . . .	182
3 do. do. 1st Jul. to 30th Sept. . . . .	55
4 do. do. 1st Oct. to 31st Dec. . . . .	76
<b>Total . . . . .</b>	<b>439</b>

Besides, so far as our recollection serves us, instead of vessels in such a situation being always free from fever, they not unfrequently lose half their crews there; and many instances might be adduced on the Coast of Africa, where a much greater distance from the main land than can be obtained in Port Royal harbour has been found quite insufficient to secure any immunity from that disease.

The proposal to hut or encamp the troops on the windward side of the island during these months is also liable to objection; for, with the exception of Lucea and Falmouth, there is not under heaven a spot more productive of yellow fever, at all times and all seasons, than the North Coast of Jamaica, particularly from Port Antonio to Manchioneal. The common belief of the great superiority of the windward over the leeward side of islands in securing an exemption from yellow-fever, requires confirmation from some accurate and extensive documents before it can be acted upon. That the windward side is cooler and more pleasant, there is no doubt, but two or three degrees difference in temperature appears to have but little effect on yellow-fever.

Another project is to provide wire-gauze windows for each barrack, "to operate on the principle of the safety-lamp of the late Sir H. Davy, by separating the miasma, and rendering it innocuous in passing it;" but, unfortunately for this theory, the principle of that lamp is, not that the inflammable air cannot pass in, but that the flame cannot pass out through wire of certain dimensions\*. It is this peculiar property

\* We recommend to the perusal of the suggestor of this expedient the following extract from Paris's Life of Sir H. Davy, vol. ii. p. 91:—"The whole theory and

of the flame, not of the inflammable air, which ensured safety even in the midst of that destructive agency. The air passes in, and is certainly rendered innocuous, but it is so because it is consumed by the flame, the increase of which gives immediate warning of the danger; so that, unless the inside of a barrack-room could be kept in a state of combustion, and our soldiers converted into a species of salamanders, we fear there would be little advantage derivable from this expedient.

This will, we suppose, be quite sufficient for the wire-gauze theory, especially as, even supposing it to be possessed of all the virtues attributed to it, we cannot exactly comprehend how, unless every soldier's head is to be enclosed in a wire-gauze helmet, it would be possible for him to escape this subtle poison during his frequent exposure by night and day in the course of his duties.

The best means of improving the health of troops in the West Indies have, we conceive, already been adopted, or are in the course of adoption, by a reduction of the period of service, so as to afford the soldier a rational hope of not falling a victim to the climate,—a fresh-meat diet to remove that thirst which must operate as one of the most powerful inducements to intemperance,—well ventilated and uncrowded barrack-rooms to secure that first essential to health, an unvitiated atmosphere,—healthy localities in the mountains for such of the white troops as are not absolutely required in the large towns,—and the garrisoning of the most unhealthy of the outposts by black corps. By these judicious measures we hope speedily to see service in that climate no longer viewed as a certain passport to the grave.

Let us now turn from the West to the East; there, too, there is reason for congratulation in the events of the past year. It is true no general system of reliefs seems as yet to have been established, for such arrangements are the work of time, and not likely to be the less efficient that they have previously been well matured. It seems pretty well ascertained, however, that several Regiments are to be relieved in the course of this year, which will lighten the burden of service in that country till more extended arrangements can be made; as we hold it by no means a likely supposition that the same authorities who have reduced the soldier's service in the West Indies to three years, will long tolerate service in the East for eighteen.

Meantime to those who are still condemned to sojourn there it is, at least, some consolation to find that within the last year a very material improvement has taken place in their condition by the extension of full-batta to all corps 200 miles from each presidency, which has increased the allowances of four British Regiments about 20 per cent., and is, we trust, but the commencement of a regulation which will ultimately extend itself to all the other stations; for, surely, if it has been judged expedient to grant that allowance to all up-country stations, where provisions and wages are remarkably cheap, it is equally, if not still

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operation of the safety-lamp is nothing more than an apparatus by which the inflammable air upon exploding in its interior cannot pass out without being so far cooled as to deprive it of the power of communicating inflammation to the surrounding atmosphere."



more necessary, at each of the presidencies, where, as in all capital towns, these items of expenditure are much dearer, and where officers are constantly called on to exercise their hospitality to every stranger of any note arriving at the presidency, as well as to every Queen's officer who may be a temporary resident there.

Our friends in the East will not, we believe, be readily inclined to attribute this boon to the voluntary generosity of the East India Company; and though we presume not to dive into official secrets, we should rather be inclined to attribute this amelioration in the condition of our officers, to the exertions of our military authorities on their behalf, than to suppose it could emanate spontaneously from a body of men who, only a few years before, reduced the same stations to half-batta, even at the risk of a mutiny which might have shaken the foundations of their mighty empire.

It is rumoured that similar improvements are about to take place in the condition of the soldier in that country; reports have recently been called for officially from several intelligent officers of the depôts at Chatham on this subject. Great coats, beds, and bedding, of which the soldier was formerly deprived there, have already been ordered for him; the canteen system, by which a large portion of his pay was re-transferred into the coffers of the East India Company, has been, or is about to be, abolished; and before the present year has passed away, we confidently look forward to such further improvements as will serve in some measure to compensate the British soldier for a life of exile, passed in the service of a company of merchants, by no means remarkable for gratitude to her Majesty's officers and troops.

Among other improvements of the past year, we must not omit to mention a further increase of a penny a-day to the good-conduct pay of a soldier after twenty-eight years' service, and a less rigid interpretation of the clauses which lead to the forfeiture of additional pay under the previous warrant. The first is a boon which few, very few, will live to claim, but the latter is an amendment of great importance to the soldier, as without it he would have required a degree of angelic perfection little likely to be attained by one exposed to such temptations, before he could have derived the most remote benefit from the well-meant generosity of the former warrant. Even with that improvement, however, we apprehend that so long as the right of withdrawing this reward for good conduct is vested in the commanding officer, it is but few soldiers who will exchange additional pay or prospects for the contingent advantages held out by it. In a service like the British, where mere seniority, or the expenditure of a few thousand pounds, may raise a man to the command of others, who, as yet, has not learned to command himself—who is liable to be influenced by passion and warped by prejudice—the exercise of this power will ever be viewed with extreme jealousy by soldiers. Had that power been vested in the members of a Court Martial who would calmly and dispassionately investigate the degree and nature of the offence, as well as the previous character of the offender, before depriving him of his dearly-earned distinction, we feel convinced the provisions of this warrant would have been much more generally accepted throughout the service than they have been.

We have formerly expressed our opinion that the faults of this warrant are certain, ultimately, to work out their own cure. Soldiers know their commanding officers a vast deal better than the home authorities do; and when it is found that in many corps this provision which was intended as such a boon to the Army has become a dead letter, because no one will avail themselves of it, we have no doubt that the intelligence of the Noble Lord with whom the warrant originated, will readily supply those improvements which are necessary, in order to make it more acceptable to the soldier.

These military improvements which have marked the course of the past year, are not only valuable in themselves, but they must carry with them the pleasing conviction that there is a spirit of amelioration at length awakened in behalf of our profession, and that the health, comfort, present condition, and future prospects of the soldier, are daily becoming objects of more attention with those authorities to whom is intrusted the important duty of watching over his welfare. There is no cause to which we are more inclined to attribute so happy a change than to the attention which all military topics now receive from the public press; and it will always be a source of heartfelt gratification, that, in the establishment of this Journal, ten years ago, we first afforded the members of our profession a medium by which complaints could be heard without incurring the risk of reproof, abuses pointed out without hazarding the rancour of those who supported them, and suggestions made so as to ensure their being weighed by their own merits, not by the rank of the party from whom they originated. Our expectations have not been disappointed, nor have our labours been unrewarded in the results.

In the past year no doubt much has been done, but much still remains to do for our profession, nor must the well-wishers of the Army slacken their diligence in urging forward the march of improvement. We have sufficient evidence in what has been done, that our military authorities have been urged to exertion; and we feel confident, from the satisfaction expressed by all classes of men, of all professions, and all shades in politics, at the measures which the Secretary-at-War brought forward last year in Parliament on behalf of the Army, that there can be no fear of his receiving the support of all parties in that House, in any suggestions he may make in future having the same laudable object in view. Sincerely do we trust that the well-earned influence he has thus acquired may speedily be directed to the procuring of an adequate retirement for old and deserving officers, instead of the present miserable pittance of half-pay. We are sure he has but to make the proposition and it will be carried with acclamation, and that in doing so, he will confer no less pleasure on those who vote the reward than on those who receive it, while to himself the gratitude of the war-worn veteran will prove—

*Monumentum ære perennius.*

## THE CINQUE PORTS.

" *Clavis et repagulum totius regni.*"

Our readers will find this topic discussed with considerable detail in two preceding parts of our Journal; but since those were written the Cinque Ports have been shorn of some of their beams, and the prying eye of innovation being still bent upon their remaining immunities, we venture to submit a few additional particulars in furtherance of their story. As we can expect no more access to the records at Romney—the grand depository of the Cinque Port muniments—than was allowed to the commissioners of the late municipal inquiry, we must trust to Mr. Jeake, the chronicles, and the official documents preserved in the national archives; which last, forming faithful registers of the facts, policy, and tenure of men and things in the early stages of our history, serve to illustrate, confirm, and explain each other.

It will be recollected that the name *Quinque Portus* was applied to five havens lying on that part of the British coast which is nearest to, and opposite the shores of, France. The paramount importance of their locality as a defence against invasion was evident, whence they were exonerated from taxes and other exactions, and elevated to peculiar eminence, in return for certain services expected from them by the Crown; which services are detailed by Hackluyt in a Latin record, or *costumal*, as he calls it, of the town of Hythe. Among other honours and immunities, they constituted a corporate body, enjoying a jurisdiction within themselves, with the power to take tolls in their markets, to punish criminals in their own bounds, and the right of flotson, jetson, and ligan, on their own shores: and, moreover, with the greatest part of Kent, they enjoyed the ancient law of Gavelkind (*Give-all-kin*), though William of Normandy enforced the right of primogeniture so strongly everywhere else. They were governed by a grand officer, who bore the authority of an Admiral and High-Sheriff among them, under the title of Lord Warden, who was, and still continues to be, always also the Constable of Dover Castle. The internal economy of the Cinque Ports was administered by the Mayors; the Jurats, or Aldermen; and the Barons, or Burgesses, offices which could only be holden by freemen. Though not exactly considered *jura æqualia*, their franchises resembled those of the counties palatine, especially in the exclusive legal authority of their Mayors and Jurats, and in the Warden sending out writs in his own name. A particular court—*de Gripeney*—or, as it was more generally called, *Curia Quinque Portum apud Shepney*, was the supreme tribunal of the whole jurisdiction, at which the Lord Warden presided in person, and was assisted by the Mayors and Bailiffs, and a certain number of Jurats, cited from each corporate town. To this powerful chamber lay a writ of error and appeal from the local courts, and its judgments were conclusive. Here, on a four days' summons, inquisitions were held for the Cinque Ports collectively, or for either of them, and the gravest offences—as treason, sedition, concealing treasure found, and counterfeiting the coin of the realm—were cognizable; that is to say, in the words of the authority, they

could pronounce trial "*pur faux jugement, pur service le Roi sous-trait, pur tresor trove, pur fauxer de monoy, pur treson purpose contre le Roi et sa pees troubler.*"

This supreme tribunal, which was probably held in the central part of the whole confederation, at the place now called the "Lathe of Shepway," has long since been discontinued. Two of the ancient chambers, however, still exist, and are occasionally convened. The one is the Court of Brotherhood; it is composed of the Mayors and a certain number of Jurats from each of the Cinque Ports, who deliberate upon and regulate the affairs of the Association in general. The other is the Court of Guestling, which is constituted in effect like that of Brotherhood, but to which the Bailiffs of all the corporate members, and a certain number of Jurats from each of them, are invited, whence it forms a portmote, or little parliament, of which the chairman is officially styled the "Speaker."

For such extensive privileges and powers, the Cinque Ports were expected to form a bulwark against the attacks of any foreign enemy, and a safe-guard to the commerce of the coasts; duties which are well expressed in the demands of the Commons to King Edward the Third, in 1338, as shown in the Harleian manuscript, No. 14, in these words:—"Endroit de garde sur mere, prie la commune, que ils ne soyent chargez a conseil donner as choses, des queux ils n'ount pas conissance: et avis est a la dite commune; que pur ceo que les Barouns des Ports qui a tout temps ount honours devant les communs de la terre, et sount si enfranchiz pur estre garde et mair entre nous et aliens, si cas avenist que ils voudroient notre terre entrer et assailir, qui ils ne sount contributours a nuls aids ne charges toucheantz la dite terre; ainsi pernout profitz sanz nombre sourdanz par mere et terre, par la garde susditz: par quoy avis est a la commune que ils deveroient faire la garde sur la mere aussi comme la commune fait sur terre sanz gages prendre ou demander, ensemblement od autres grandes villes et havennes que ount navie, que sount en le cas et tenuz a ceo faire."

The probable antiquity of this important nursery of the navy, even to Roman ages, has already been alluded to in our pages; and little can be added to conjecture, till we approach the more exact times of the chroniclers. We are assured that Edward the Confessor had granted to Dover, Sandwich, and Romney, an exemption from all impositions and taxes, in consideration of services to be done by them upon the sea, for the Crown; and, therefore, these are the only towns of the jurisdiction which are named in the Domesday Survey.\* But though some portion of the enfranchisement of the Cinque Ports, may be anterior to the fatal battle of Hastings, the organization of the general body was most likely owing to the Conqueror, whose policy was obviously to secure his communication with the continent; and the denominations of *Jurats* and *Barons*, in lieu of *Aldermen* and *Burgesses*, which have ever since prevailed, may be said to stamp the date of the municipal constitution of the several component bodies. Camden asserts that William

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\* Jeake, who was long a resident of the Cinque Ports, states that in one of the records of the town of Rye, is a memorandum that the five ports were enfranchised in the time of King Edward the Confessor: but several Kentish antiquaries adhere to the view we have taken.

of Normandy first appointed a Lord Warden; others record that King John, being straightened for a maritime force, granted their extraordinary privileges upon the express condition of the Barons providing and equipping eighty ships, at their own charge, for forty days, so often as he should summon them and his other Barons to go with him to his wars,—a wording which implies that the nature and degree of a Baron of the Cinque Ports was not clearly understood by the chronicler. By subsequent charters, these conditions were reduced to the arming and arranging, within forty days' notice, of fifty-seven ships, with twenty-four men in each, to serve fifteen days after setting sail, gratuitously, and to attend during the King's pleasure at the cost of the Crown, after the said fifteen days were expired. Of this armament, Hastings furnished twenty-one ships; Romney, five; Hythe, five; Dover, twenty-one; and Sandwich, five.

These places long constituted the havens denominated the Cinque Ports properly, though the immunities were extended to several Kentish towns, some of which were not even upon the coast. Winchelsea, Seaford, and Rye, were afterwards incorporated as principals; and in a proclamation of Edward the Third, Faversham and Pevensey also acquired that honour. It seems, however, from traditional feeling, that the true number of *legitimate* coalesced bodies should stand as it appears in the manuscript drawn up in King Henry the Second's reign, now in the British Museum (*Faustina*, c. ix.), when the principal towns consisted only of the five we have mentioned, with their quota of ships against them above. Assuming this as the most ancient authentic record of the principals, they will stand with their dependants thus:—

To HASTINGS belong—

Seaford,  
Pevensey,  
Hedney,  
Winchelsea,  
Rye,  
Hamine,  
Wakesbourne,  
Creneth, and  
Ferthcliffe.

To DOVER belong—

Folktone,  
Faversham, and  
Marke.

To ROMNEY belong—

Bromhal,  
Lyde,  
Oswarstone,  
Dangemares, and  
Romenhal.

To HYTHE belongs—

Westmeath.

To SANDWICH belong—

Fordwich,  
Reculver,  
Serre, and  
Deal.

Besides furnishing the force just described, other *voluntary* contributions were exacted, as may be seen in the Harleian manuscript 7376, where, among the services, it is recorded that the Barons of the Cinque Ports owe to their Lord the King, yearly on the seas, if there be occasion, as follows, viz:—

The town of Hastings, three messes.

La Lower de Pevenessy, one mess.

Bolewasheth et Petite Itains, one mess.

Kekisbourne in Kent, one mess.

Crenahe in Kent, deux hommes avec deux anquins avec les messes de Hastings.

The town of Rye, five messes.

The port of Dover, nineteen messes.

The town of Winchelsea, ten messes.

Lyde, seven messes.

La port Romenale in Romnah, four messes.

La Port de Hethe, five messes.

Folkestone, one mess.

The town of Feversham, one mess.

The port of Sandwyche, Stonore, Serdwich, Sale and Sanes, five messes.

“That is to say, whenever the King shall wish to have the aforesaid messes in his service, they shall have forty days’ summons, and shall find for his Majesty twenty men and a master, in every mess, and the sailors of every mess armed and well furnished to perform their service to the King. These messes shall be paid at the charge of the Cinque Ports, from which they are furnished respectively: and when these messes after their coming have served five days, at the proper charge of the Cinque Ports, after the said five days, they shall continue to serve at the charge of the King, as long as wanted; that is to say, the master of each mess shall receive 6d. a day, and the mariners 3d.”

The high consideration in which they were held rendered all the burthens imposed upon them comparatively light, and the Barons became equally notable for courage and loyalty. Among other signal exploits may be mentioned that of Hubert de Burg, the celebrated Constable of Dover Castle, who, with the Cinque Port fleet of forty sail, encountered eighty powerful French ships, either took or sunk the greatest part of them, and compelled Louis the Dauphin to accept of terms to leave England. This battle, which was fought in 1217, was one of the last in which the ancient method of staving the enemy, by means of iron prows, is recorded; and it is also remarkable for the stratagem of the English, in having thrown quicklime into the air from the windward, which being blown into their antagonists’ eyes, blinded them, and materially assisted in gaining the victory.

Yet had they their ebbing and flowing in loyalty. In 1261, conceiving themselves neglected by Henry III., they interpreted the service of the kingdom to be that of the Crown, and joined the discontented nobles. Five years afterwards, one of their squadrons, commanded by Simon de Montfort, piratically plundered all the merchant ships that fell in their way; and some of their comrades having been hanged at Portsmouth, they landed there and burnt the city. Prince Edward was sent to chastise them, but brought them back to their allegiance without using force, by assuring them of amnesty, and a confirmation of their privileges. The *Annals of Waverly* mention a slaughter at Winchelsea on this occasion, and the garrulous old Holingshed adds testimony to the same effect; but the assertion is not corroborated to the full. In 1297, when the same Prince was the reigning Sovereign, his designs against France were very unexpectedly frustrated. He had landed with a powerful army at Sluys, and everything promised fairly, when a contention broke out between the seamen of the Cinque Ports and those of Yarmouth and other ports. This was not a mere Point Beach squabble: a desperate engagement with each other was the consequence, which, notwithstanding the King’s commands to desist, continued till twenty-five ships of the Yarmouth squadron were burnt and destroyed, with most of their crews; besides three more of the largest men-of-war, one of which had the royal treasure on board, narrowly escaping the same fate.

It must be admitted, even in Kent, that the Crown, in favouring the Cinque Ports, had given the other mariners of the east coast of England, potential cause for discontent. Unusual facilities for carrying on herring

fishery had been secured to the Barons by charter, and enforced by successive royal ordinances; and they were moreover allowed the privilege of appointing a couple of bailiffs to reside at Yarmouth, the very focus of the Norfolk fishers, to superintend their affairs. Here, as seamen say, they held their own; besides which, together with the bailiff of that town, they had the keeping of the peace, and the care of the prison during the fair, with the power of determining all disputes and complaints. Had the effect been designed, it could not have been plotted so as to be more ripe of hatred and uncharitableness; and even so late as the reign of Elizabeth, traces are found of the contentions which were constantly arising between the Bailiff of Yarmouth and the Bailiffs of the Cinque Ports in residence there. 'We trust that the sores are now healed for ever; but though the seamen of Kent and Norfolk have knit their energies together in their country's cause, a tinge of hereditary feeling is thought yet to remain. Who knows but that Lord Nelson would have felt less umbrage at Sir Sidney Smith's appointment to command on the coast of Syria, had the latter, instead of being the sea-side hero of Dover, happened to have been born an Icenian?

Such were the means by which the command of a maritime force was obtained, before the State became possessed of a navy of its own. In addition to these quotas, the King and Council were wont, in extreme cases, to issue orders to the Admirals, Sheriffs, Mayors, Bailiffs, and other officers of the sea-ports, to arrest and detain the ships of thirty tons and upwards in all the harbours of England, until the proportion wanted was everywhere fully supplied. Commissions of naval impress, though grievous and burthensome to the trading part of the nation, were conformable to the usage of the time; and a mandate of King John, which extends the embargo to foreigners, has been cited in evidence of our asserted right to the dominion of the sea. The preamble to this curious document runs thus:—"The King to all the Sturcmanni (*sea captains and officers then so called*) and Marinelli, and Merchants of England using the sea, greeting: Know ye, that we have sent Alanus Juvo of Sorham, Walter Staltun, Vincent of Hastings, and Wilnud of Winchelsea, with others of our Barons of the Cinque Ports, &c., four faithful Sturemanni and Marinelli of our gallies, to arrest and safely bring into England all ships that they can find, and with all that shall be found in them."

The general arrest of shipping and mariners was not always for the purpose of demanding their services; it was sometimes resorted to on the alleged grounds of precaution, and by way of prevention of their being captured by the enemy. This is quaintly shown in Edward's proclamation of 1339—(*Rot. Parl. 13 Edw. III. m. 15*)—"Item, per le mischief que est venu a la navie d'Angleterre, per la reson que les seigneurs de auscunes niefs et maistres et mariners des mesmes les niefs, ont envoiez ou menez lour niefs sur mer, hors de la flote et compagnie des autres niefs; pur querir merchandizes et pur covetise de gagner; queles niefs ount etez pris per les ennemis nostre Seigneur le Roi sur mer, et les gents trovez en ycelles tuez et mourdre en esclandef nostre Seigneur le Roy et de tout son royaume, et en aneantissement de la flote de sa navie; si est accorde et assentu en plein parlement, que tote la navie demourge et soit arrestuz tanque autrement ent soit ordenez."

But though the marine of England was thus at the beck of the State,

the whole of this armament, or of the full quotas of the ports of the northern and western coasts, were very seldom called out together, except in cases of great emergency. Thus, when Edward III. raised a large fleet against France, in 1338, he took only twenty-one ships from the Cinque Ports, nine from the river Thames, and seventy from the western division; a proportion far short of what each contributed, seven years afterwards, to the expedition against Normandy.

Besides the more extensive demands upon the Warden of the Cinque Ports for numerous fleets for the attack of foes, transport of soldiers, and other purposes of war, it was usual, even in times of peace, whenever government had occasion for a few ships only for the purpose of conveying any prince of the blood, great lords, or ambassadors, to send down a summons to the Warden for the tonnage required by the occasion. In the Acts of Council (*Cottonian Manuscript, Cleopatra, c. 3*) is a curious and succinct account of the arrangement of the "Voie Royale," as fixed for the conduct of Queen Isabella, in 1396, a document which affords every desirable information on the subject. But the uses which the Great Council made of the Cinque Port shipping extended still further, since the Warden was often ordered to provide vessels for the conveyance of merchandise, stores, materials, or other freight. Among the manuscripts at the Museum (*Ayscough Cat. 4586*) is an order dated July 5, 1344, in these words:—"De tercentum petris sculptis pro ingeniis regis in quarrena de Folkestone asportandis a Sandwico ad Turrim Londini."

Being thus in the reign of that gallant and glorious King, Edward III., we cannot pass over the signal naval feature of that memorable era of English history, more especially as the *Barons* were largely concerned therein. In 1339, in consequence of the French having sorely infested our coasts, the Cinque Port mariners ravaged Boulogne, and there burnt nineteen large galleys, with a vast quantity of stores and munitions of war. The French, in return, committed many new depredations, took two of our largest ships, with several small ones, and, not confining themselves to belligerent objects, devastated several towns and villages with reckless severity. For this they soon afterwards paid severely; for in the following year Edward, who then assumed the title of King of France, gave them a very notable defeat in the narrow seas. It happened thus:—

Expecting that, in virtue of his claim, the English Monarch would descend upon Flanders, the French collected such a host of ships at Sluys, both from their Atlantic and Mediterranean shores, that the struggle for the dominion of the seas seemed to be already cast against us; in fact, it might be said that their whole navy had assembled at one spot. On coming within sight of their forest of masts, however, the young King exultingly exclaimed, that he had long wished for this opportunity, since, with the aid of God and St. George, he would now be avenged for the affronts he had sustained. The enemy was found to consist of 400 sail, having on board about 40,000 men, under the command of two Admirals, Hue de Keruel and Pierre Bahuchet, while their Genoese allies were headed by a brave seaman named Barbanera; and the whole of this formidable fleet was lying in compact order, in three divisions, waiting for the attack. But Edward, with a conduct as skilful as if nursed on the waves, far from being awed at the fearful superiority of force to fight against, in deploying his line, instantly had



recourse to the excellent arrangement of placing his strongest ships in front, interspersing those carrying archers among those that were loaded with men-at-arms, besides supporting the wings with an extra proportion of cross-bow men; and he likewise formed a second line in the rear of the first, as a body of reinforcement for any point that might require support. Such were the judicious measures by which Edward placed his fleet of 240 ships in advantageous battle-array against another of 400, which was well provided with arms, ammunition, and abundance of machines for throwing stones.

The onset took place at about eight o'clock in the morning, and continued with dire havoc till the evening. Robert of Amesbury tells us, that the English, on their approach, perceiving the French ships were linked together with chains, and that it was impossible for them to break their line of battle, retired a little, and stood back to sea. The French, deceived by this feint, broke their order, and pursued the English, who they thought fled before them; but these, having gained the sun and wind, tacked and engaged them to all advantage. Froissart relates the affair in a manner circumstantially different, yet substantially corroborating the fact that the enemy were deceived by a stratagem. He says, that when the King of England and his Marshals had properly divided the fleet, they trimmed sails to have the wind on their quarter, as the sun shone full in their faces, which they considered might be a disadvantage to them, and stretched out a little, so that at last they got the wind as they wished. "The Normans," continues he, "who saw them tack, could not help wondering why they did so, and said they took good care to turn about, for they were afraid of meddling with them. They perceived, however, by his banner, that the King was on board, which gave them great joy, as they were eager to fight with him; so they put their vessels in proper order, for they were expert and gallant men on the seas. They filled the *Christopher*, the large ship which they had taken the year before from the English, with trumpets and other warlike instruments, and ordered her to fall upon the English. The battle then began very fiercely; archers and cross-bowmen shot with all their might at each other, and the men-at-arms engaged hand to hand. In order to be more successful, they had large grapnels, and iron hooks with chains, which they flung from ship to ship, to fasten them to each other. There were many valiant deeds performed, many prisoners made, and many rescues. The *Christopher*, which led the van, was re-captured by the English, and all in her taken or killed. There were then great shouts and cries, and the English manned her again with archers, and sent her to fight against the Genoese division."

The result of this murderous battle was decisive. No fewer than 30,000 of the enemy were slain, drowned, or taken. The Admiral in Chief, de Keruel, was killed; Bahuchet was made prisoner;\* upwards of 200 of their best ships were captured or destroyed; and our troops gained free access to Flanders. Even a squadron of 30 sail, which, not having engaged, endeavoured to escape under cover of night, was brought to account by the Earl of Huntingdon, when the largest

\* The French have been witty on the execution of poor Admiral Byng—whom we shot, according to Voltaire, "*pour encourager les autres.*" But they forget that they hanged Bahuchet at the yard-arm, under charges of a similar tenor.

was taken, and several others sunk, there being 400 bodies found lying dead on the decks of the prize. In fact, so total was the defeat, that none of the French courtiers could muster courage enough to communicate the dismal tidings to Philip de Valois, and it was left to the address of the court jester to break the news. Nor was the victory gained without blood on the English side; a large ship and a galley were sunk, with all on board, by a volley of stones; and in a great ship which pertained to the King's own division, there were but two men and a woman that escaped death. In all, the English lost about 4000 men, including some of their bravest knights.

The French writers acknowledge the fatal issue of the contest; but instead of admitting that the success of the day was owing to the superior dexterity of the English, which is so obviously the fact, they attributed it to the assistance which Edward received from some Flemish ships which joined him during the engagement, and they magnify our loss to an amount of 10,000 men. In discussing the tactics of the action, Père Daniel remarks that, as no mention is made of *rostra*, or of oars for the manœuvre called *remos detergere*, the Roman method of sea-combat, which had long obtained, was then discontinued.

Though the Cinque Ports appear to have culminated their palmy point about the time we are treating of, they made the most enthusiastic exertions in seconding the heroic Edward's views; inasmuch, that in the ever memorable expedition of 1345, when a successive chain of victories was crowned by the battle of Cressy and the capture of Calais, they contributed 86 ships and 1726 mariners to his fleet, instead of the quota of 57 ships and 1147 men which they were bound by charter to furnish. Pevensey is named as a principal Cinque Port in the Royal proclamation, but, from the following list, does not appear to have made a special supply:—

Feversham	• • •	3 Ships	• •	53 Mariners.
Sandwyck	• • •	22 „	• •	504 „
Dover	• • •	16 „	• •	334 „
Winchelsea	• • •	21 „	• •	396 „
Hastings	• • •	5 „	• •	96 „
Rye	• • •	9 „	• •	156 „
Hythe	• • •	6 „	• •	122 „
Rovendale or Romney	• • •	4 „	• •	65 „

This increase upon their old accustomed service may, however, have been an express arrangement for the occasion; for, in the 13th year of the same king's reign, we find that Government, as a matter of grace and favour, engaged to be at half the expense in raising and fitting out the Cinque Ports' quota for the armament then ordered. There was, however, an express salvo that such aid should be considered "*mes noun pas en nomme de gages, einz de grace especiall.*"

The above expedition was so truly grand, and so glorious to the United Services, that a sketch of its amount, from the official returns, cannot but be interesting to the professional reader. The particulars are contained in the Harleian manuscript, No. 28, which is prefaced, "The copie hereof was found of Peter Burrow, written in an auncient hande with rede and blacke yuke." The following is an excerpt:—

"This was the retinue of King Edward the Third, in his coste towards the parties of France and Normandie, and during the siege of the towne and castel of Calais.

Sir Edward, Prince of Wales.	
The Bishop of Devylin ( <i>Durham</i> ).	
Erles	9
Barons and Baronetts	47
Knyghts	964
Squeres, Constables, and leaders of men	3,600
Vintenars and Archers on horseback	5,104
Hobelars	600
Archers on foote	15,480
Masoners, carpenters, smythys, engeners, pavilouers, armorers, and makers of archery	380
Watchmen on foote	4,492
Sum of the number beforesaide	30,676
* * * * *	
Maisters of shippes, shipmen, and pages of shippes	16,000
Item, shippes of forstage	50
Item, barges, ballengers, and vitelers	700
Sum of all the men above-named	16,750*
* * * * *	

"The sum total of expences, as well for wages, prestes, as for the expences of the King's house; and as for other giftes and rewardes, and for shippes, and other things necessarie in the King's parte for France and Normandie, and before Caleis during the seige; as yet apperethe in the accompte of William Norwell, keeper of the King's gard-rowle, from the eleventh day of Julie the yeare of the reigne of the said King Edward the Thirde the 21st, unto the 20th day of May, following,—that is to say, by 1. yeare and three quarters and forty-one dayes is, 337, 104*l.* 9*s.* 3*d.*"

The various authentic documents of this armament afford much curious matter for speculation. By them it is shown, that though the Cinque Ports collectively formed the standing part of the Navy, Yarmouth was then the greatest town for shipping in England, and that Foy, in Cornwall, furnished more seamen than London itself. Then again the personal charges are worth consideration; for the pay of the celebrated Black Prince was 20*s.* a-day; of the Bishop of Durham and the Earls, 6*s.* 8*d.*; of the Barons, 4*s.*; of the Knights, 2*s.*; of the Esquires, Constables, and Captains, 1*s.*; of the Vintenars or Commanders of twenty men, the archers on horseback, and the Hobelars of pioneers, 6*d.*; of the archers on foot, 3*d.*; of the artificers, from 1*s.* to 3*d.*; and the Welsh foot, 2*d.* per day.

England had now reached a summit of glory and power, as well by land as by sea, which, notwithstanding the deeds of our Hentys, our Talbors, our Howards, our Blakes, or our Marlboroughs, has, perhaps, only been surpassed in our own times. The auspicious period is commemorated by a circumstance of some interest in the Home Department, in that the first regular gold mintage of the realm took place; for Edward the Third struck the famous Rose Nobles, a coinage then superior to any currency in the world for fabric, and at least equal in metal. The type was truly national, and in all probability intended by the magnanimous Sovereign to transmit to the latest posterity the remembrance of his success. They bore on the obverse the King's

\* This account differs from that in the Cottonian Roll, as well as from that given by Hacklurt, which are both 14,956. In neither of these, however, is any mention of the ships of forstage, the barges, ballengers, or victuallers.

own effigies, with a sword in his right hand, a crown on his head, and a blazoned shield on his left arm; and he is seated in a richly-carved ship floating on the waves. The reverse has a cross, and the royal arms impaled in an undulating circle, resembling the outline of an expanded rose, whence the name; and it bears the legend—*Jhesus autem transiens per medium illorum ibat*. Although the ship here represented cannot be considered as correct, it affords evidence that the men-of-war then in use were shorter than the galleys, that the sterns and prows were elevated considerably above the waist or midship part, and that they somewhat resembled the shipping which decorated the tapestry in the late House of Lords. But notwithstanding its inferiority of execution when compared with the gems of art transmitted by the ancients, it is so symbolic of the British dominion of the ocean, we agree with the redoubtable Pinkerton, that it may well command our highest regard and attention; and that a true patriot would “place most justly a higher value upon this coin, than upon the most perfect medal which Grecian skill has produced.” That the loyal True Briton of Henry V.’s reign, who wrote the political poem intituled—“*De Politia conservativa Maris*,” would have voted with Pinkerton and ourselves, is evident from his expressive, couplet:—

“Four things our Noble sheweth unto me,  
King, Ship, and Sword, and Power of the Sea.”

From the reign of Edward III. the Cinque Ports rapidly declined in utility and importance. This decadence was owing, partly to the physical changes which the course of ages was making upon the alluvions of the coastline on which they are situated; but still more so to the rise and progress of the Royal Navy, an establishment which, though made permanent by Henry VII., was in existence long before his time. By the united effects of these causes, the service for which they were avowedly organized had passed to another branch of the State, and the insignificance of their harbours drove the traders to resort nearer the great seats of English manufactures. Still their very extensive privileges and exonerations kept their heads above water; and for various but very obvious reasons, while they sunk in maritime reputation they rose in political influence. The inquest made into the state of the Cinque Ports, and their constituent members, by Queen Elizabeth’s Council, in 1587, (*Cottonian Manuscript, Otho E. ix.*) affords the following *exposé* of the effect of 240 years from the time just treated of:—

Sandwich hath	{ Ships and barks, from three tons to three score and burthen.	{ Forty, and	{ Maisters .. 40 Maryners .. 62
Deal hath	{ Small barks, from the burthen three tons to five.	{ Five, and	{ Maisters .. 5 Maryners .. 30
Walmer hath	{ Small barks, from the burthen of two tons to three tons.	{ Four, and	{ Maisters .. 2 Maryners .. 6
Ramsgate hath	{ Small barks, from the burthen of five tons to nineteen tons.	{ Twelve, and	{ Maisters .. 14 Maryners .. 66
Dover hath	{ Ships, and small barks, from the bur- then of 12 to 120 tons.	{ Twenty-six, and	{ Maisters .. — Maryners .. —
Margate hath	{ Ships, and small barks, from the bur- then of ten tons up to forty.	{ Eight, and	{ Maisters .. 10 Maryners .. 30
St. Peter’s hath	{ Small ships from the burthen of eight tons up to twenty-eight.	{ Four, and	{ Maisters .. 4 Maryners .. 20

Hastings bath	{ Ships, and small barks, from the burthen of twelve tons up to forty-two.	Twenty, and	{ Maisters.. 32 Maryners.. 136
Rye bath	{ Ships, and small barks, from the burthen of fifteen tons up to eighty.	Thirty-two, and	{ Maisters.. 34 Maryners.. 291
...ingsea bath	{ Ships, and small barks, from six tons to eight tons burthen.	Twelve, and	{ Maisters.. — Maryners.. 47
Heath bath	{ Small barks, from ten tons to thirty (probably Hythe).	Ten, and	{ Maisters.. 3 Maryners.. 19
Lydd bath	{ Small boats, of the burthen of five tons.	Eight, and	{ Maisters.. 8 Maryners.. 22
Winchelsea bath	{ One small bark of the burthen of twenty tons.	One, and	{ Maisters.. 2 Maryners.. 4
Faversham bath	{ Small barks and boats, from two tons up to twenty-five tons a-piece,	Twenty-six, and	{ Maisters.. 23 Maryners.. 34
Folkestone bath	{ Small boats, from fourteen tons to twenty.	Four, and	{ Maisters.. 9 Maryners.. 35
Wholenum-ber of the	{ Ships, barks, boats, and crayers, from the burthen of 2 tons up to 120.	214, and	{ Maisters.. 228 Maryners.. 952

It will be seen from this record, that the mariners and masters amounted to 1180; and it must be presumed that the returns for Dover had not been entered; nor do any barks, boats, or men, appear against the names of Selsea, Byrchington, Seaford, and Pemsey, or Pevensey, which are, therefore, here omitted. Still, making every allowance, there was a serious falling off, for at that time London possessed more seafarers than the whole of the Cinque Ports united, the amount being 150 masters, 1000 mariners, 190 fishermen, and 957 wherry-men, between London Bridge and Gravesend. The county of Devon, also, then boasted of 150 masters, 1915 mariners, and 101 fishermen; and the whole return of the maritime population being 14,771, exclusive of the Royal Navy, it will be seen that the *Barons* no longer were entitled to pre-eminence in nautical emprise. The fact can be very accurately established, for as the naval lustrium, or inquiry, which commenced with the Cinque Ports, was very politically extended to the whole kingdom, in 1588, the returns are as exact as could be desired. We, therefore, subjoin the number of ships throughout the realm, collected out of the certificates for that year (*Cotton Manuscript, Otho, E. x.*); and as it gives a view of the whole commercial marine of England at that time, it is valuable as a comparison of the increase or decline of our trade, at that with any other period before or since; as also the relative proportion of both, in the ports within any of the counties herein specified, as well betwixt each other, as their own increase or decay at any other prior or subsequent period of time, wherever distinct specifications can be obtained.

	Vessels above 100 tons.	Under 100, and above 80.	Under 80.
London	62	23	44
Essex	9	40	145
Norfolke	16	80	145
Suffolke	27	14	60
Cornwall	3	2	66
Devon	7	3	109
Dorset	9	1	51
Bristol and Somerset	9	1	27
Wight	0	0	29
Southampton	8	7	47
York	11	8	36

	Vessels above 100 tons.	Under 100, and above 80.	Under 8
Northumberland . . . .	17	1	121
Lincolne . . . . .	5	0	20
Kente . . . . .	0	0	95
Sussex . . . . .	0	0	65
Quinque Portus . . . . .	0	0	220
Cumberland . . . . .	0	0	11
Gloucester . . . . .	0	0	29
Chester and Lancaster . . . .	0	0	72
Summa is . . . . .	183	180	1392

Though these abstracts are not sufficiently explicit for all the inquiries of the naval historian, they contain much very desirable information, and are especially precious for their aggregate totals. With regard to the state of the shipping of the Cinque Ports, they mutually confirm and illustrate each the other. The first states the number at 214, and the highest tonnage of any ship at 60 tons. The second states them at 220—a slight variation in the number, but, as boats were counted, not material—and it expressly certifies, that they had no ship of 80 tons portage. Such was the condition of our maritime bulwark, in a reign remarkable for nautical enterprise, and when our Royal Navy possessed ships of 1000 tons.

With the decay of their sea-prowess, many of the privileges of the Cinque Ports became manifest evils, and none nourished worse passions, than the right of sending two representative Barons to Parliament, for each of the original municipalities. This exerted so evil an influence over their internal transactions, that they resorted to every means in their power to lessen the number of freemen, and, consequently, increase the influence of them; and though gavel-kind existed as to property, some of the ports would admit of the claim of the eldest son of a Baron only, to their freedom; while even those made by election or redemption, were usually either advanced in years, or for some other reason were not likely to have legitimate offspring. In process of time, the franchise was considered as entitling its possessor to a provision of some kind or other. Abundance of snug places and appointments were found in their courts and demesnes, while at each of the ports was a large custom-house establishment, with officers, servants, retainers, and riders; besides several cutters and rowing-boats, all manned and officered with freemen, whether seamen or not. In fact, such a change had time and circumstance effected on the original tenor of the association, that, in 1803, when the spirit against invasion which pervaded England was felt at the Cinque Ports, there were not a few gallant Barons who cited their privilege as an exemption from serving against the enemy.

But it must not be supposed that this moral decline had worked in unnoticed operation, for several Sovereigns, feeling it would be flagitious to sacrifice the local well-being of the community to the interests of the traders in jobbery, had given them occasional checks. In the twentieth year of Charles II. the first open blow was struck by the Crown at the liberties of the Cinque Ports, in the provision of the charter of that year, by which the elections of all their recorders and common clerks were made subject to the royal approbation. Subsequently, in 1685, all the

general charters of the Ports, and most of the particular ones of each individual town, were, by the King's special command, delivered up to Colonel Strode, the Constable of Dover Castle, and were never afterwards recovered. Since then, several Acts of Parliament have been passed for the regulation of their elections, to facilitate the due execution of justice among the Ports, and, while confirming some of their most reasonable privileges, docking others so as to render them more suitable to the times.

Thus had they descended to our own days, when the parliamentary Reform Act of 1832, and the consequent Municipal Bill, worked a very considerable revolution in the organization and relations of those aged corporations. They still, however, possess rights and immunities of the utmost value: among which are—freedom from certain port-dues, exemption from serving on county juries, and from service in the Militia. They can still hold their Courts of Brotherhood and Guestling; and they are in the full exercise of that branch of their jurisdiction called the Board of Lodemanage, which is armed with power for the licensing and regulating the pilots for conducting ships into the Thames. Among other distinctions, the representative Barons of the Ports have the privilege of holding the canopy over the Sovereign's head at coronations; and the Admiralty Jurisdiction, with other important powers, is still reserved to the Lord Warden, that functionary being, at the present time, the illustrious DUXE OF WELLINGTON—who in God preserve to his country!

#### ACCOUNT OF MR. WHEWELL'S RESEARCHES ON THE TIDES.

THE Royal Society of London, at its anniversary on November 30, awarded one of the Royal Medals to Mr. Whewell for his Researches on the Tides, contained in various memoirs in the Philosophical Transactions. We shall endeavour to give a general view of the results of these researches.

Mr. Whewell's labours have been directed principally to three points:—the motion of the *tide-wave* in the different parts of the ocean; the comparison of the *observed* laws of the tides at certain places with the *theory*; and the laws of the *diurnal inequality* of the tide.

(1.) Mr. Whewell's *first* memoir on the subject of the Tides appeared in 1833, and was entitled—“*Essay towards a First Approximation to a Map of Cotidal Lines.*” By *cotidal lines*, Mr. Whewell denotes lines drawn on the surface of the ocean, and passing through all the points when it is high-water at the same moment. Thus it appears that high-water takes place at the same time on the Coast of Guinea, and on the opposite Coast of Brazil—namely; about seven hours after the moon's transit; and it is hence inferred that the *cotidal line of seven hours* passes across the Atlantic in the neighbourhood of the equator. By using all the materials which he could procure (contained in books of astronomy, navigation, sailing-directions, voyages, &c.) Mr. Whewell endeavoured to trace the cotidal lines of each hour over the greater part of the surface of the globe. He was able to draw these lines with con-

siderable confidence and accuracy for the whole of the coasts of Europe, the Atlantic and Indian Seas, and the neighbourhood of New Zealand. The greater part of the Pacific remained a blank: and in that condition it still continues, for want of sufficient tide-observations in the islands on the West Coast of America and in the China Seas. These cotidal lines, it is easily seen, exhibit the progress of the *tide-wave*.

In order to correct this First Approximation, so far as the European shores are concerned, Mr. Whewell procured very extensive series of observations to be made. The coasts of Great Britain and Ireland are occupied by 547 stations of the Coast Guard, whose business it is to prevent smuggling. The Director of this Service, Captain Bowles, ordered tide-observations to be made and continued for a fortnight at each of these stations, in June, 1834. The examination of the results of these observations gave a more exact view of the progress of the tide-wave along the coasts of Great Britain and Ireland. But in June, 1835, these observations of the British Coast Guard were again repeated for a fortnight, in conjunction with contemporaneous observations made by order of the maritime Powers of Europe and North America, upon their own coasts—namely, at twenty-eight places in America, seven in Spain, seven in Portugal, sixteen in France, five in Belgium, eighteen in the Netherlands, twenty-four in Denmark, and twenty-four in Norway. The observations thus extended from the mouths of the Mississippi to the North Cape of Norway.

The results supplied by these observations were obtained by calculations made at the Admiralty by order of Captain Beaufort, the hydrographer. These results were stated by Mr. Whewell in his *third and sixth* series of Researches on the Tides: *On the Results of Tide Observations made in June, 1834, at the Coast Guard Stations of Great Britain and Ireland*—(Phil. Trans. 1835); and *On the Results of an extensive system of Tide Observations made on the Coasts of Europe and America in June, 1835*—(Phil. Trans. 1836). In this latter memoir was given a new map, containing a *second* approximation to the cotidal lines of the European coasts; and also a map in which the different height of the tide at different points of the coast was indicated by a peculiar notation—namely, by drawing lines parallel to the coast and close to each other, so as to make a kind of shading, the number of lines denoting the number of yards between low and high-water at spring-tides. The different rise of the tide at places near each other was thus brought into view in a striking manner. The general form and distribution of cotidal lines will be best understood from inspection of Mr. Whewell's maps. But we may remark that a peculiar aspect is given to them by a disposition which they manifest to crowd in upon the shore, so as to condense themselves in its neighbourhood and to follow its outline. Also in several cases their form is curiously modified by tides which arrive by separate channels interfering with each other; and, in some cases, by a tide interfering with itself without any separation of channels. The most curious known example of this is the German Ocean, which appears to consist of two systems of cotidal lines in which the motion of the tide-wave is rotatory. For the tide-wave which enters the German Ocean, between the Orkneys and Norway, sends a detachment in a southerly direction along the Coast of Great Britain; but this portion appears to turn off eastwards at the projecting



land of Norfolk, and to proceed along the North Coast of Germany till it falls in with the main expanse of the wave on the shores of Denmark. And the narrower sea between Suffolk and Kent on one side, and Holland and Belgium on the other, is occupied with a tide-wave, which, though a continuation of the former on both sides, may be conceived as performing a separate revolution: for the tide-wave travels towards the Straits of Dover on the English side, and from the Straits on the Belgian side; and the tide at Yarmouth is a little later than at the Texel, which may be considered as indicating a completion of the circuit.

The present state of theoretical hydrodynamics throws very little light upon the causes of these curious phenomena. In order to see the mechanical reasons for the forms and distribution of the cotidal lines, it would be necessary to solve the problem not only of the motion of a wave in a *canal* of variable depth, but in a *basin* of variable depth and given form, a problem hitherto unattempted; and the extreme smallness of the tides in the middle of wide oceans, as the Atlantic, where they are only two or three feet, and the Pacific, where they are said to be imperceptible, shows us that we do not yet know how to represent to ourselves the tide-wave moving round the globe.

(2.) Such is the chasm between observation and theory, so far as the relations of the tides in *space* are concerned; their relations to *time*, that is, to the motions of the sun and moon, although very far from being explained by the theory, have still led to very important comparisons, the second subject of Mr. Whewell's labours, but one in which Mr. Lubbock had already led the way. In the Philosophical Transactions for 1831, Mr. Lubbock showed, from nineteen years' observations at the port of London, that a very close accordance prevails between the laws of observed tides and the equilibrium-theory of Bernoulli, especially in the law of the interval by which the time of high water follows the time of the moon's transit. This interval is subject to an inequality which goes through its cycle of values in half a lunation, and has hence been termed the *semimenstrual inequality*. The law, and in a great degree the magnitude of this inequality, were found to agree with the theory to a great degree of accuracy. Also in the Transactions for 1835, Mr. Lubbock published a discussion of nineteen years' observations of the tides of Liverpool; from which Mr. Whewell, in the Transactions for the ensuing year, showed a very exact agreement with the theory, as to the semimenstrual inequality, both of the times and of the heights of high water.

Mr. Lubbock's discussions of these tides gave the effects of the moon's parallax and declination, and it was a matter of interest to compare these with the theory. This Mr. Whewell did in his *Second* and *Fourth* Series of *Researches on the Empirical Laws of the Tides in the Port of London* (Phil. Trans. 1834), and on the *Empirical Laws of the Tides in the Port of Liverpool* (Phil. Trans. 1836). He there showed that there obtains, between the theoretical and the observed inequalities, not an agreement, but at least a correspondence. For instance, according to the theory, the effect of the alteration of the moon's parallax upon the time of high water would be proportional to the change of the parallax, and also to the sine of the double hour angle; but in fact the effect was proportional to the change of parallax, and to the sine of the

double hour angle *plus a constant quantity*; the epochs of the hour angle being also somewhat altered with the parallax, and the changes produced by the alteration of declination had a similar relation to the theoretical changes. Mr. Whewell suggested various modes, all necessarily imperfect, of representing these effects of lunar parallax and declination, and of accounting in some measure for the deviation from the equilibrium theory. But the most promising of such attempts was that which was contained in the mode adopted by Mr. Lubbock, of referring the tide, not to the lunar transit immediately preceding, but to an anterior lunar transit, one, two, or more days preceding. It may be easily seen that this procedure might explain that which we have stated as the result of observation; for since the change of the moon's hour angle from day to day is more rapid as the parallax is greater (the moon being then nearer the earth and moving quicker), if we refer the time of high water to the transit of Tuesday, when it ought to be referred to the transit of Monday, we introduce into the interval a difference which is the parallax multiplied into a constant quantity, and thus the constant quantity above noticed might, it was conceived, be made to vanish by referring the tides to a proper anterior epoch. The validity of this ingenious conjecture was tested in Mr. Lubbock's memoir in the second part of the Philosophical Transactions for 1836.

It then appeared that, although a great part of the difference between theory and observation in the London tides may be explained by referring each tide to the transit which precedes it by about fifty-one hours, yet that the whole difference cannot be thus explained. Even the semimenstrual inequality requires us to assume the *epoch* of the anterior tide different by about twenty-five minutes for the height and for the time of high-water; and the comparison of observed and calculated parallax still leaves a small constant quantity in addition to the sine of the double hour angle. The inequalities arising from lunar parallax and declination, therefore, although obviously conforming in a general manner to the equilibrium theory, cannot, it would seem, be exactly represented by any modification of that theory.

We may observe, that if we could obtain an exact accordance of this kind, it would still remain for hydronamical reasoners to show that such an accordance follows from the mechanism of fluids—that is, that in a fluid in motion, acted upon by variable forces, the wave which is produced by the tendency to equilibrium undergoes changes of magnitude and velocity such as correspond to the changes of magnitude and place in the *fluid-hill* which the forcing would produce if the fluid were to assume a position of equilibrium. This hydronamical proposition, or something approaching to this, may be true; but we are as yet destitute of all proof of such a property.

The very exact manner in which the effects of lunar parallax and declination in the Liverpool tides were represented by Mr. Whewell's empirical formulæ, induced him to attempt to extricate from the residual quantities the *Solar correction*. This he attempted in his Fifth Series of Researches; and he again found a result in its general features agreeing with the results of the equilibrium theory.

(8.) In the same *fifth* series Mr. Whewell directed his attention to the *diurnal inequality* of the tides at Liverpool. That the tides at certain places are affected by a diurnal inequality had been known from the

time of Newton; but the true laws of this inequality had never been stated. It was detected by M. Dessiou and Mr. Bywater in the Liverpool observations; the former calculator being employed by Mr. Lubbock, in the discussion of the Liverpool tides, and the latter having had his attention directed to it by Mr. Whewell's earlier researches. But this inequality appeared in a far more conspicuous and regular form in Mr. Whewell's *Seventh Series of Researches—On the diurnal inequality of the height of the tide, especially at Plymouth and Sincapore* (Phil. Trans. 1837). It was there shown that the diurnal inequality at Plymouth gave a difference between the height of the morning and evening tide, which at its *maximum* amounted to a foot and a half, and which, in the course of each half lunation, went through a cycle, with a regularity not inferior to that of the other phenomena of the tides. The law of this cycle was unexpected and curious. It appeared that the diurnal inequality, which according to theory ought to vanish when the moon is in the equator, and which had been asserted by Laplace to do so in fact, does in reality vanish *four days* after that period at Plymouth; and in general has its magnitude and changes determined by the moon's declination four days anterior to the time of observation.

But another still more striking example of the diurnal inequality was found at Sincapore, in the Indian Seas. In this case, observations had been made for about a year by Mr. W. Scott, the Master Attendant at that port, in pursuance of directions given by the Directors of the East India Company. These observations are proved to be correct, by their containing a very exact exhibition of an inequality, of which the laws were till then unknown, and which reaches at that place a magnitude never anticipated. The diurnal inequality at Sincapore produces a difference of nearly two feet in the height of high water; but in the height of low water it produces a difference, between two successive tides, of not less than *six feet*—an amount much greater than the difference of height of neap and spring tides. This diurnal inequality follows a law similar to that of Plymouth, but with a different interval of time; being determined by the moon's declination at the *fourth* transit (whether north or south) reckoning backwards from the tide—that is, thirty-six lunar hours previous to the last transit: and the correctness of this rule is so remarkable, that the curve representing the theoretical formula agrees with the curve representing the observations, almost as nearly as if it had been drawn for the sole purpose of cutting off accidental inequalities.

By the calculations of Mr. Bunt and Mr. Bywater, for Bristol and Liverpool, it appears that the diurnal inequality at these points corresponded to the moon's declination *five or six days* anterior to the tide. There appeared, therefore, reason to think that this *epoch*, or back-period by which the inequality was determined, was different at different places. In order to decide this point, Mr. Whewell undertook the investigations contained in his *Eighth Series of Researches—On the progress of the diurnal inequality wave along the coasts of Europe* (Phil. Trans. 1837). In this, he examined the diurnal inequality, both at low and at high water, at seventy-one places, according to the observations of June, 1835. The result was, that there was not any great progressive change in the epoch of the diurnal inequality, such as he had conceived to be indicated by his former investigations. The changes at different parts

of the European coasts are small, and apparently due to local causes; and if we conceive the diurnal inequality to be brought by a daily tide-wave which arrives at intervals of twenty-four lunar hours, this wave must be supposed to travel along our shores at the same average rate as the half-daily tide-wave which brings every tide.

The enormous diurnal inequality at Singapore could not fail to remind persons acquainted with the subject of the tides, of other asserted peculiarities of the tides of places in the Indian Seas. For instance, the tide at Batshan, in Tonquin, which in Newton's time was asserted to take place only once a day; and the tides on the coasts of Australia, where in several places there is said to be only one tide in twenty-four hours; and in others there is known to be a large diurnal inequality. Mr. Whewell shows that a large diurnal inequality might, during a part of a lunation, produce the appearance of their being only one daily tide; and he was enabled to give, what seems to be an example of such a case, by means of the observations of Captain FitzRoy, at St. George's Sound. Probably the peculiarities thus occasioned have given rise to the strange story which has lately been brought to this country, that at some place or places on the coasts of Australia, the tide so far deviates from its usual laws as to occur every successive day *earlier* by a certain interval than it occurred the preceding day, instead of coming later and later every day, as, being governed by the moon, it must do.

These are the main results of Mr. Whewell's researches. In the course of them he made many suppositions and conjectures, which he afterwards abandoned or modified. For example,—when it appeared that the changes in the tide due to the moon's parallax and declination corresponded so nearly with the changes in the equilibrium tide at certain anterior epochs, Mr. Whewell endeavoured to express the phenomena of the tides in Europe, by supposing an equilibrium tide to be generated in certain parts of the Southern Ocean, and propagated to this part of the world along certain channels. But it was not found easy to modify these suppositions so as to give results agreeing with the phenomena. Indeed till we know the nature of the progress of the tide in the Southern Ocean and the Pacific, from observations, so as to trace the great tide-wave in a revolution round the earth, it is not likely that we can form a correct idea of the general movement of the waters, or look at this motion with a just reference to its hydrodynamical principles. Though much has been done, the present state of the subject points out much more which remains to do.

In the mean time it may be observed that the results already obtained are of no small interest and importance. The proof of the agreement of the facts with the equilibrium theory must be considered as a very great step in this subject, although the application of that theory has not yet been justified upon mechanical principles. And the determination of the laws of the diurnal inequalities not only brings into view a very remarkable feature of the hydrodynamical problem, but affords a means of materially improving the tide tables. It has already been introduced into those of Liverpool, Bristol, and Plymouth; and also into those of London by Mr. Lubbock, although at that port the inequality appears to be small and irregular, as compared with other places. And if the Map of Cotidal Lines could be completed, (which may be hoped in the course of a few years, now that the attention of nautical

men and others is directed to the subject,) that map, with a few additional tables, would be a universal tide-table, predicting the tides in every part of the world with an accuracy and certainty incomparably beyond anything which would have been thought possible a few years ago. "

Mr. Whewell, in his last paper, urges the necessity of every maritime nation labouring to make out the laws of its own tides. He states that the labour of calculation requisite is so great, and the peculiarities of the tides so numerous, that it is only in this way the subject can have justice done to it; and he adds, that our best generalizations will be collected from results obtained in separate ports and combined. On this account he has hitherto pursued the course of the diurnal inequality only on the coasts of Europe, although the materials afforded by the observations of June, 1835, would also give its progress along the shores of North America.

#### REMARKS ON THE DUC DE RAGUSE'S ACCOUNT OF THE CAVALRY COLONIES IN THE SOUTH OF RUSSIA, AS PUBLISHED IN HIS TRAVELS.

THE Cavalry Colonies in the south of Russia have for some years attracted much attention; and from the novelty of such establishments, the opinions formed upon their nature and organization have been extremely various. Most of the officers who have visited the southern parts of Russia appear to have considered them as fully answering their purposes, both as to economy and military efficiency; while, on the other hand, persons have been found who think they discover in these Colonies a merely theoretical display of force, which would be of little avail for Russia in the event of an European war, while their constitution contains seeds and elements of danger to the Government of that mighty Empire, which must one day produce fatal and destructive results. These Colonies were, it is understood, visited in 1835 by an officer sent out by the British Government. The Austrian and Prussian Governments have also at different times sent military officers into those districts with the object of discovering how far these novel and extensive establishments, which professed to combine such economy with such military power, might be applicable to their own armies and territories.

The general impression received in consequence respecting these Colonies has been, that though quite unfit for any other country, yet that in these peculiar districts they fully answered, as far as the creation and maintenance, at comparatively small expense, of a large and effective body of Cavalry.

In the year 1835, the celebrated Marmont (Duc de Raguse) obtained permission of the Emperor of Russia to visit and minutely inspect these grand establishments. It is but justice to one of the most distinguished of the Generals formed in the school of Napoleon, to remind the reader that Marshal Marmont, when he had once taken the step of giving in his adhesion to the restored Government of France, disdaining the perfidious conduct of some of his former comrades, loyally and honestly served the Bourbons even to the very closing scene of their fortunes, when, in spite of his exertions, their folly and delusion again lost them that throne to which it had cost so much bloodshed and treasure to

restore them. Exiled in consequence from France, Marshal Marmont has passed his time in visiting almost every country in Europe, and has particularly interested himself in the comparison and inspection of their armies. This, and his great reputation and experience, rendered it probable that his observations on the Cavalry Colonies of Russia would be the most searching, and therefore the most valuable, if the Colonies were really what they were represented; and as the Russians have been usually accused of looking more to display and ostentation than intrinsic utility, it was no small proof of their confidence in the merit of these establishments, that so far from any jealousy of Marshal Marmont's inspection, every inducement appears to have been held out to him by the Emperor to visit and examine them in full detail.

The misapplied term of Military Colony has greatly misled many as to the nature of these establishments, which, as Marshal Marmont explains, are in effect nothing else than permanent cantonments of regiments of cavalry in districts belonging to the Crown, the soldiers being every way distinct from the agricultural inhabitants, except so far as being quartered in their houses, and receiving their regulated rations from them as well as the food for their horses. It is true they are recruited from among the youth of the villages from the period when they are settled among the inhabitants; but during the whole period of their actual service, their duties are purely military, and though not moved about like other troops in peace time, yet in event of war they are as available for foreign service as any other corps of the Russian Army. Indeed, even in time of peace there is no positive rule against their marching wherever required; for instance, one of the Colonized Regiments, as they are termed, was present at the great review in Prussia in 1835.

As there has been some confusion between the nature of the Cavalry Colonies of Russia and the frontier regiments of Austria, Marshal Marmont has deemed it necessary to show the distinction between them, and explains with truth that those Austrian corps are merely an armed and disciplined peasantry employed in agriculture, when not assembled for exercise; and, in fact, a population holding their lands by a sort of military tenure, much the same as in the days of feudal dependence.

As to the origin of the Russian establishments improperly called Colonies, the first experiments were made in 1817. Some regiments of infantry were marched into a territory of the crown, not far from Petersburg, and there located, upon a footing of intermixture with the agriculturists. So badly, however, was the organization of that whole scheme constructed, that not only did it fail in economy and efficiency, as Marshal Marmont contents himself with stating, but it was pretty generally known at the time that a dangerous spirit of insubordination among the troops, and discontent among the peasantry, began early to manifest itself; and after a certain period the government were glad to break up these settlements altogether, which, from the sterility of the land, the want of space, and the insufficiency of the population, had from the first but little chance of success.

It was different, however, with respect to the Cavalry Establishments set on foot about the same time in the southern regions of the empire. It appeared, that although much was defective, yet there was every reason to expect very great success on the application of proper amend-

ments, and accordingly they were preserved after the others had been broken up.

A modification of the original plan was in consequence proposed in 1831, by General de Witt. He suggested that the troops should retain their military formation and distinct discipline, and be considered, not as the occupants of the country, but merely as cantoned upon the peasantry, who were to be fully indemnified for the support of the troops, by privileges and encouragements, as well as the removal of the capitation tax. It soon appeared that time alone was wanting to produce even greater results than could have been expected. General de Witt, a man of extraordinary talent for organization, as well as indefatigable industry, activity, and perseverance, was allowed almost unlimited authority over the whole, and has well justified the confidence reposed in him. The tract of country generally known as "New Russia," lying along the north of the Black Sea, was described by Baron de Tott, who travelled there about seventy years ago, as an uncultivated region, wandered over by pastoral tribes of Tartars and Cossacs, and the scene of predatory warfare and desolation in the wars with the Turks. The present inhabitants of this country where the Cavalry Establishments were to be organized, were a poor and degraded assemblage of peasantry collected from all parts, at different periods, from the time of the Empress Catharine downward, in order to supply the place of the Tartar tribes and Zaporovian Cossacs, who had been driven further eastward. The new inhabitants found themselves in a region capable, it is true, of great cultivation and fertility, but being without capital or stock, without any common bond or union, and above all without any settled habits of industry, derived no benefit from the resources of the rich and productive soil where they were placed, and had fallen into such destitution and misery, that in bad years it had been found scarcely possible to collect a very trifling capitation tax, which was the only profit derived from them by the crown.

The cantoning of several Cavalry regiments among these people produced, in very few instances, any appearance of discontent. General de Witt soon succeeded in removing all remains of this, by taking the earliest opportunities of disseminating among the peasantry the real principles upon which it was intended to make the new settlements of the regiments among them. The main and essential point was to convince these people that they were to be subject to neither oppression nor rapine from their military guests, and to prove to them the sincerity of these views tribunals were as soon as possible established, of which half the members were chosen from among the peasants, and the other half from the military; the parish priest was added as a member, in order to increase the confidence of the people; and to these tribunals all causes and disputes, whether civil or military, were referred, without favour or partiality.

The code by which their proceedings were regulated being somewhat of the nature of the Court-Martial system, was not liable to the chicanery of law, and the distribution of an even-handed justice soon produced an obvious result in the conciliation of the peasantry. The cantonnement of the soldiers was made in the proportion of one man and horse upon every farmer who had sufficient means for keeping three pairs of oxen and a plough.

It is usually considered in New Russia that, for a quantity of land equal to about thirty-six English acres three pair of oxen are a proper proportion of stock, and it has been estimated that eight acres, industriously cultivated will fully suffice for the keep of one soldier and his horse. To a peasantry under the ordinary circumstances of the serfs in Russia, this arrangement proved in every sense a light burthen, compared with their former condition. At the same time the enforcement of strict discipline, and the encouragement of a certain degree of independence in the peasant, provided he fulfilled his engagements, tended, along with the upright though arbitrary administration of justice already mentioned, to give him all the practical advantages possessed by the inhabitants of free countries. To ameliorate the system of agriculture, and turn to good account the fertility of the soil, was likewise a primary object in these establishments, for which purpose a kind of loan office was set up in each district, for advancing money or supplying seed and implements to prevent or remedy the general evil of want of capital.

The compulsory employment of the peasants in the duty-labour upon the Crown lands was put a stop to, the power only being retained of requiring a certain number of days' work in the year, to be applied to the general advantage of the district, whether in making roads, erecting public granaries, or laying up stores, and provisions against the chances of a bad season, a contingency by no means common, but which, when it does happen in these regions, usually produces distress, disease, and suffering, far beyond what occurs in other parts of Europe. But one of the most essential benefits conferred upon the peasantry was the promotion of education among them. A system of instruction was adopted upon sound and wise principles, and confined to subjects of real utility for their own line of life. There is now in every village a national school, to which constant attention is paid by the authorities, and which every child is obliged to attend for a certain number of years.

The intermarriage of the soldiers with the daughters of the families among whom they were cantoned very soon caused a rapid increase in the population, and the prosperity of the villages becoming known, attracted inhabitants from the neighbouring provinces, who were readily received, on the condition of conforming to the general rules of the establishment. With a view to promote and encourage industry, and introduce trade as well as for military objects, it was judiciously arranged that from among the youths whose low stature, or bad formation, rendered them unfit for service in the ranks, selections should be annually made of those who were most intelligent, in order that they might be instructed in the various trades and arts most useful for the common purposes of life. These are the tradesmen who now provide the supplies of their regiments, and their industry produces a circulation of money and an internal trade within the colonies, which must greatly promote their civil prosperity, besides the great advantage to be expected from each regiment being thus accustomed to the fabrication of its own equipments, and able to furnish itself with every necessary in time of active warfare.

A regulation which gave perhaps more satisfaction than any other, was that of exempting the eldest son in each family from all liability to



serve as a soldier. There could not be a better device for raising the respectability of the peasantry, and giving them a feeling of protection and independence.

As this regulation created, however, in the commencement, a great difficulty in providing sufficient numbers of recruits for the regiments, it was necessary, for some years, to make up the requisite numbers by drafts from the military schools of soldiers' children in other parts of the empire; a far better expedient than any ordinary recruiting, because these boys having been from infancy accustomed to military habits, fell the more readily into the system of the new establishments, and looked forward with ambition to the stations of non-commissioned officers, for which their education had effectually prepared them, and which was the object of their early ambition. As the population became more extensive, the necessity for these additional supplies of recruits has gradually diminished, and in very few years it is calculated that there will be a considerable redundancy instead of a deficiency; for in one of the Cavalry Colonies, namely, that of Cherson, where the force consists of three divisions, that is to say, of twelve regiments, each above 1000 strong, the population has, in seventeen years, increased from 65,000 to 114,000. Each regiment is composed of nine squadrons; one of which is the dépôt, two are called squadrons of reserve, containing soldiers of fifteen years' standing, (the whole period is twenty years,) and the other six form the active body for immediate service. From the first organization of the Cavalry Colonies a village was assigned for the quarters of every squadron, additional houses being gradually constructed as they were wanted, and commodious granaries, stables, riding-houses, and officers' residences, being erected in the most central part of each village. To facilitate the constant superintendence of its Colonel Commandant, each squadron takes its turn of two months, or thereabouts, during the year, at the head-quarter village of the regiment.

To prevent the officers of the troops coming into too close a collision on matters of finance and civil regulation with the heads of the peasantry, a distinct staff is established as a medium through which all matters of a mixed description must pass between the military and the agricultural population. This staff has nothing to do with matters of law and justice, which are left to the tribunals already noticed, but it presides over the civil administration of the resources of the district, the regulation of police, the public works and buildings, and the details of education and finance. The regimental officers were, on the first establishment of their corps in these cantonments, allowed certain extra pay and advantages to compensate for the many inconveniences attendant on their position, and the nature of their quarters. These inconveniences have, however, disappeared; they are now well lodged, and not without society; and, as their extra allowances have never been withdrawn, are in many respects better off than the officers of the line in other corps of the Russian Army.

The supply of horses is excellent, and conducted at comparatively small charge, for each regiment has its own stud, the young horses being allowed to range over the *steppes* of this open country till they are five years old, by which means they acquire strong constitutions, as well as great activity of movement; and when taken up and broken in are in a very short time fit for the field. The brood-mares are from

various countries, but the best are found to come from Georgia, and the countries south of the Caucasus; they are much larger and more powerful than most breeds of horses which come from the East, and have sufficient of the Arabian blood to render them vigorous and active. Many English and Transylvanian stallions have been imported into the Cavalry Colonies, as well as some of the Turkish breed, and certainly the results are a very superior description of remount, combining excellent action with both size and strength. The fault of appearance lies, perhaps, in these horses not carrying much carcass, but as they have hardy constitutions this can be of little consequence, and the Marshal gives it as his opinion, that upon the whole there is no Cavalry in Europe, taken as a body, so well mounted as those of the Russian colonies.

Marshal Marmont appears to admire the equitation of the Russians. Certainly their system of riding is very different from the German and English schools, and is at first unsightly, from the knee and toe not being turned inward sufficiently according to all our ideas of riding; but the men sit remarkably easy as well as upright; and it is impossible, as Marshal Marmont observes, to see Russian cavalry in movement without being convinced that the men are thoroughly masters of their horses; indeed, the activity of their skirmishers is beyond what is usually seen in any European cavalry, excepting, perhaps, the best regiments of Hungarian Hussars in the Austrian service.

The force of the Cavalry Colonies is great: it consists of five divisions, each composed of four regiments of about 1200 effectives, besides dépôt and reserve squadrons, and the regimental tradesmen and Staff. Three divisions are cuirassiers, and two are lancers; but the latter being considered as heavy cavalry, are mounted on horses nearly equal to those of the cuirassiers.

Marshal Marmont, in justly appreciating this vast force of heavy cavalry, does not appear to dwell sufficiently upon one main feature in all that regards the military power of Russia, and which belongs as much to the colonized cavalry as to the other portions of that army. The whole finance of Russia, it is scarce necessary to remind our readers, is upon the singular footing of the paper-money being only current for one-fourth of its nominal value—that is to say, that the paper-rouble is about equal to a French franc as to what it will purchase within the Russian dominions; while the silver-rouble, purporting to be the same, is equivalent to four French francs in Russia, though in other countries it fetches no more than its true value of one franc. The consequence of this state of things has for many years produced a strange anomaly in the position of the Russian soldier; for his right is acknowledged to receive his pay in silver the moment he crosses his own frontier—or, in other words, the moment his paper-money is no longer available, which, from its depreciation, it can never be in any other country but Russia, he has a right to be paid in silver.

It follows that the expense of paying the troops on foreign service is exactly four times greater to the Emperor than when they are at home. Even in Georgia, which is considered no longer as foreign service, the Russian troops are allowed a medium rate of pay amounting to twice what they receive in the interior of the empire. Since this acknow-

ledged right of quadruple pay would be claimed by the Cavalry of the Colonies equally with any other troops of the empire whenever ordered on foreign service, it must not be supposed that the 25,000 heavy cavalry which compose the establishment, are as available for foreign service as a similar number cantoned in any other European country; but, at the same time, it must be borne in mind that this prodigious body of well-trained cavalry, stationed near the most vulnerable frontier, gives a security to Russia against attack which is far more valuable to her in true policy than a force even more powerful for the purposes of invading and occupying the territories of her neighbours.

[To be continued.]

#### ON TACTICS AND PROMOTION.

MR. EDITOR,—Shortly after the publication of Colonel Napier's fourth volume, I attempted to show, and I believe with some success, that the repulse of the French cavalry at El Bodon could not support the received opinion, which ascribes to modern infantry the power of resisting bold and determined horsemen, even on level ground. To explain, at the same time, how easily erroneous views spring up and take root in a profession like ours, I added, to the tactical remarks, some observations on the manner in which promotion is granted in the British army; because, though men frequently become the mere tools of opinions which they never investigate, they must nevertheless have originated those opinions in the first instance, and must thus have forged the very chains by which they allow their judgment to be confined. I now beg, very briefly, to follow up these two subjects, the most important, perhaps, to which, in a purely professional point of view, the attention of your readers can be called. Colonel Napier's account of the action at Garci-Hernandez will serve as a text to the first topic, and a letter on promotion, by a writer who signs himself Britannicus, may help us to comment on the other.

I have no wish to augment the number of Napier's critics, I only wish to avail myself of the celebrity of his work to call attention to an important point of tactics on which he touches. The benefit, indeed, derived from the works of a great historian is not confined to the pleasure experienced in the perusal of a clear and vivid description of the events narrated. Such a writer gives an impulse to thought, brings the scenes distinctly before the eye, and leads to an investigation of the motives and actions of the parties engaged; and to a scrutiny of the wisdom or folly of the modes they employed for the attainment of the objects they had in view. A great historian makes us contemplate a great living picture, and the more forcibly it is brought home to the mind, the more forcibly its attention directed to the principles that set the figures in motion, as well as to the effect produced by the action of the moral and physical machinery, worked by human hands and human passions. The light which genius casts over instructive events tends to dispel even the

errors into which an author may have fallen, and he may often bring truth home to general conviction, where he has himself been the champion of error.

We shall first give Colonel Napier's account of the action, and then proceed, as formerly, to comment on his statement. It is the morning after the battle of Salamanca.

"Wellington also having brought up the German dragoons and Anson's cavalry to the front, crossed the river with his left wing at daylight, and moving up the stream, came, about ten o'clock, upon the French rear, which was winding up, without much order, along the Almar, a small stream at the foot of the height near La Serna. He launched his cavalry against them, and the French squadrons, flying from Anson's troopers towards their own left, abandoned three battalions of infantry, who, in separate columns, were making up a hollow slope on their right, hoping to gain the crest of the height before the cavalry could fall on. The two foremost did reach the higher ground, and there formed squares, General Foy being in the one and General Chemineau in the other; but the last regiment, when half way up, seeing Bock's dragoons galloping hard on, faced about, and, being still in column, commenced a disorderly fire. The two squares above also plied their muskets with far greater effect; and as the Germans, after crossing the Almar stream, had to pass a turn of narrow road and then to clear some rough ground before they could range their squadrons on a charging front, the troopers dropped fast under the fire. By twos, by threes, by tens, by twenties they fell, but the rest, keeping together, surmounted the difficulties of the ground, and hurting on the column went clear through it: then the squares above retreated, and several hundred prisoners were made by these daring and able horsemen.

"This charge had been successful even to wonder; the joyous victors, standing in the midst of their captives, and of thousands of admiring friends, seemed invincible; yet those who witnessed the scene, nay, the actors themselves, remained with the conviction of this military truth, that cavalry are not able to cope with veteran infantry save by surprise. The hill of La Serna offered a frightful spectacle of the power of the musket, that queen of weapons, and the track of the Germans was marked by their huge bodies. A few minutes only had the combat lasted, and above a hundred had fallen."

It is well for Colonel Napier that his fame rests upon too firm and brilliant a foundation, to be obscured or shaken by a careless account of an affair, *d'arrière-garde*, or by a passing sentence advanced in favour of that deplorable emanation of fear and feebleness, the modern system of tactics. We must allow, however, that the historian of a great war cannot stop long to discuss the merits of a single charge of cavalry, nor enter into a close and detailed examination of every point of tactics to which he may have occasion to allude. With this short preface, we proceed to analyze the passage.

If we believe Colonel Napier, here was a rear-guard, composed of tried French soldiers, "winding up *without much order* along the Almar," at the very moment when they knew themselves to be closely pursued by a victorious army. This, in itself, would be rather strange, but the French cavalry were, of course, in rear of the infantry, and would naturally send intimation of the approach of the foe. The allied cavalry had also to "pass a narrow road and clear some rugged ground, before they could range their squadrons on a charging front," so that the retiring infantry had ample time to assume whatever formation they

might think proper. As to the "slope" of the hill, it was, of course, greatly in their favour, for the ascent naturally impeded the progress of the cavalry; and yet, with all these advantages on their side, with time to prepare and difficult ground in their favour, the French column was completely galloped over; thus fully confirming by their overthrow the "military truth" that cavalry are not capable to cope with veteran infantry, "save by surprise." This mode of demonstration is, to say the least of it, very curious, and if it is not altogether conclusive in favour of the noble system of tactics defended, it proves, at least, what a great writer can venture upon; what would the critics have said had any one else reasoned in such a manner? Colonel Napier will not maintain that the infantry, here stated to have been overthrown, were defeated, because they were not, like the regiments which escaped, formed in square, for he knows very well that a square is nothing more than a body of men facing outwards, in order to present a front in four different directions, he knows that a square is not of itself a cabalistical figure of peculiar force, as so many would have us believe, and that the *colonne serrée* was the usual formation in which single battalions, or smaller bodies, of French infantry received the charge of cavalry. These columns, when facing outwards, formed, in fact, solid squares, instead of hollow squares, and though they brought a less quantity of fire to bear upon an assailant, presented also a smaller front to the attack. To the question at issue, a square or column would have been exactly the same thing; but the fact is that three out of four squares, all in a perfect state of preparation, were charged and broken by the cavalry.

Among other interesting sketches of the Peninsular war, published by Sir Julius Hartman in the Hanoverian Military Journal, is an account of the action of Garcá-Hernandez, compiled from the notes and journals of the officers who were present, as well as from the verbal information furnished to the author. The following is the substance of the German statement:—

When the French rear-guard were discovered on the morning of the 23rd, the Duke of Wellington sent an order to General Bock, who was senior officer of the cavalry, directing him to charge them. The General being at the head of his own brigade, which was winding through the hollow road, from whence the foe were not perceptible, said to Sir John May, who brought him the order to attack, "I hope you will show us the enemy." Sir John acceded of course, and, with the chivalrous spirit for which he is distinguished, interpreted the words, as every gallant soldier would, into an invitation to join the onset. Drawing his sword, therefore, he placed himself along with the General, and the rest of the Staff Officers, at the head of the first squadron of the first regiment, which had no sooner cleared the defile, than it was led, at full speed, against the French cavalry, posted on the left of their infantry. This cavalry, being at the same time attacked by Anson's dragoons, gave way and fled, leaving the infantry to their fate. The infantry having naturally witnessed the advance of the British, had formed squares, and when Bock's first squadron passed on to the attack of the French cavalry, they received, from the nearest infantry square a volley, that killed and wounded several men and officers. Sir John May was among the latter, and left dangerously wounded on the field.

While Anson's troopers and Bock's first squadron were following the French cavalry across the high ground, the rest of the heavy brigade were gradually issuing from the defile, each squadron ascending the hill as they got formed. Captain Von Decken, who commanded the third squadron of the first regiment, finding, when he reached the plain, that the French cavalry were already defeated, wheeled to the left and charged the nearest square of infantry: he was killed by the first fire, but the square was completely broken. The second squadron, seeing the success of their comrades, fell upon the next French square, which was routed with equal facility.

By this time the second regiment of the brigade had reached the height, and being more to the left, or having advanced further into the plain, the third or left squadron, under Captain Marshalk, came upon a third square, which was also charged and broken. In pursuing the fugitives this squadron encountered a fourth square, and instantly charged it, but the attack failed, owing to the reduced and exhausted state of the squadron, and to the high and difficult ground on which the new foes were posted. Captain Uslar, who commanded one of the troops of the squadron, was killed in this attack. The Germans had 100 men put *hors de combat* in these actions; the French suffered a loss of 1900 in killed, wounded, and prisoners.

Here then we have three squares of veteran Infantry,—the best soldiers that continental Europe could produce, regularly formed, having every advantage on their side,—fairly galloped over, in open day and on level plain, by three squadrons of Cavalry that certainly had not 300 effective men under arms. When we consider, indeed, how long the campaign had lasted, how harassing the early part had been, we may deduct considerably from this number, though half of the second squadron, of the second regiment, joined in the last two charges. As to the "surprise," to which Colonel Napier seems disposed to ascribe the success of the Cavalry, it is, of course, entirely out of the question. The Infantry rear-guard of a war-tried army, being itself covered by a rear-guard of Cavalry, may be defeated on level ground and in open day; but can, by no comprehensible means, be surprised under such circumstances. Least of all when commanded, as the French were, by an officer of General Foy's acknowledged firmness and ability.

Much stress has been laid on the loss sustained by the Germans in this action, and it was certainly great when the small number of the assailants is alone considered; but it is a very trifling loss indeed when the number of vanquished is taken into account. The four French squares could not possibly consist of less than three thousand men. One square escaped entirely; a number of men from the broken squares would also be sure to escape in the confusion, and these added to the nineteen hundred killed, wounded, or taken, could hardly make a total of less than three thousand men actually engaged. Yet the three thousand could only inflict, on the three hundred, a loss of one hundred men; a singular proof, no doubt, of the superiority of the musket, that dear darling "Queen of weapons," over the sword. On this occasion every swordsman defeated ten musketeers, each Cavalry soldier taking or slaying six men of the hostile infantry, while it required the best efforts of thirty of the latter to put one of the former *hors de combat*. Long live the Queen! say we; but not the "Queen of weapons."

It would take up too much of your space, Mr. Editor, again to go over the train of demonstration formerly entered into for the purpose of showing that modern Infantry cannot withstand the shock of bold and resolute horsemen, well acquainted with their duty: the proofs remain unanswered in the pages of your Journal; and, till they are fairly put down, it will be vain to tell us that Cavalry have often fled, or opened out from the fire of the Infantry: such instances only show that Cavalry have not always known or done their duty; for wherever they have gone on, they have invariably succeeded, as was fully established by the list of actions formerly sent you. The most memorable victories gained by the Infantry were also disposed of. To make anything of these victories, it must be shown that all the Cavalry assailants were brought down by the fire of the musketry, or that the charging squadrons were so lamed by a single volley, as to have been rendered incapable of any further effort. If the fire did not arrest the assailants, then the bayonets must have done so, in which case the defenders of the system will have to show us that horse and horsemen were arrested in their fierce career, and actually empaed on the bayonets of the kneeling ranks. Will any officer present at Waterloo, Guinaldo, or Fuentes d'Honor assert that such a thing happened? Not one. And till it is made clear to us, we must be allowed to ask, whence the Infantry can derive the physical force necessary for achieving such actions? We may grant them as much courage as their most strenuous advocates can wish; but there is really no law of nature,—or, what is more to modern tacticians, no rule or regulation that prevents horsemen from being equally bold.

The soldier of the kneeling ranks rests on his left foot, right knee, and on the toe of the right foot; a position, the firmness of which is curiously illustrated by a French game called *l'Exercice Prussienne*. It is a childish game, but played occasionally by grown-up children as well as by others. After various evolutions, performed by command of a young lady, the party are made to kneel down in line, when, on the word "fire," the playful commander, or some insidious aide-de-camp, gives the flank file a good push, by which unexpected flank-attack the whole are generally levelled to the ground. This game seems to furnish an admirable illustration of the entire system: assailed out of the conventional rules of European warfare, it is as little able to resist an attack as the line of laughing urchins, overthrown at times by one of the feeblest of the party.

That an attack on steady and well-prepared Infantry is a "trying affair," may be safely granted; but what are all attacks in war? What are assaults of steep positions, of difficult breaches; what are escalades, and what, in the field, is the profession of arms, but a constant risking of life and limb, for the "bubble reputation?" The slow movements of Infantry expose the advancing soldier to a long continued fire from all the distant and cowardly weapons of modern war; round, grape, shells, and musket-balls, are showered upon him in most liberal profusion; but, in attacking Infantry, the cavalry soldier can only be exposed to a single volley of ill-aimed musketry; and yet we are coolly told by the greatest military writer of modern times, that horsemen cannot succeed in such attacks, and must quail before this pitiable kind of resistance! Lectured in this manner, and for many years past the Cavalry have been so lectured both in this country and on the Continent, the wonder

is that they ever effected anything; for the boldest will naturally pause, before he rushes on to what he deems useless danger and certain destruction; but led in a gallant spirit, when did the Cavalry ever fail? \*

The difficulty of finding leaders capable of commanding in such attacks may also be urged against me: nor shall I evade the question. I confess it is not given to every one to call forth the spirit and energy of which daring, confident, and well-led men are capable: it is for the bold and the chivalrous alone to make the warrior's bosom swell with the hopes of glory and success. I allow it is no easy task to guide the storm when raised, to direct the living tempest of a charge, set at nought the deadly fire of the exploding volcanos, and plunge into the very midst of levelled muskets and presented bayonets. But the profession makes these demands upon its followers; and whoever assumes the military garb must come prepared for the achievement of such actions; as it is on his readiness, to "do and dare," that the soldier founds his claim to honour and distinction.

The personal courage necessary to the performance of these deeds of chivalry is not, and never has been, wanting in the British Army,—witness the far more dangerous service performed on countless occasions,—it is the moral courage that has, at times, been wanting, and is likely enough to be wanting again, in a profession that holds out no encouragement to knowledge and application. \*Numbers of gallant men who would personally have defied the wildest dangers that war could conjure up, have shared in the fatal opinion we are here combating, and would naturally, however brave and daring, have exposed their soldiers to repulse and defeat, merely because they doubted the possibility of achieving success. Moral courage, which in the ranks of war is a hundred times more rare than personal courage, must,—unless where it is mere presumption, or a callous indifference to the evils that may arise from error and misconduct,—be founded on the conviction of what can, and cannot, be effected by men and arms. Some persons arrive at this conviction by slow degrees and laborious calculation; the inspiration of genius makes it flash, lightning like, on the minds of others; but knowledge must still form the conductor which can alone bring it home to the understanding; and knowledge is not valued or encouraged in the army.

[To be continued in our next.]

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## NOTES OF AN EXPEDITION TO EGYPT IN THE YEAR 1807\*.

Below the pinnacle and ridge leading to it is a field with a thickly-planted orange grove sloping to the Nile. This garden afterwards formed the extremity of our position on the right. The Light Battalion moved from the heights of Abamandabé to the ground just described, occupying in front the orange garden, and a burying ground, close to the defences of the town, where they sustained a sharp fire of musketry from the walls. The first 35th passed rapidly across the swelling knolls under a heavy fire, to a hollow that ran close to the walls, connecting itself with the Grenadiers, which having formed a portion of the advance lined with the Light Infantry; but the situation there was so exposed, that it became necessary to close to their left, leaving an interval between them and the Light Infantry. Col. Oswald proceeded to bring up the remaining five companies of De Roll's, formed in succession, inclining to its left. General Stewart by this time came up; he was dissatisfied with the proposed arrangement, being desirous of at once investing the town. Much as we had opened and extended the troops—more, perhaps, than prudence justified,—it was yet found impossible to encircle a place, one flank of which extends for two miles. Nevertheless, the 78th we ordered to proceed to their left—so much so, that one of the principal entrances cut their position off from the rest of the line. The inexpediency of the position was soon apparent, and the 78th was thrown back on its right *en pôtence*. The regiment was much exposed, and lost many men in effecting this change of position under the enemy's fire. At length our line was closed, and our left thrown back upon a plain resting upon an inundation where our few Cavalry were also posted. The line now occupied the ground as follows: the Light Infantry, as formerly described, with three companies 78th in reserve; 35th took an oblique line amongst the sand hills, tending to the left; De Roll's yet more thrown back; 78th nearly *en pôtence* with this line. Each corps had strong piquets in front, communicating. The corps lay upon their arms. The Artillery was parked in a hollow, in rear of the Light Infantry; the commissary stores further to the rear, and the Cavalry were found by a small party of Infantry.

General Stewart established his quarters near to the park; Colonel Oswald his in centre of the line behind the old tower of a mosque, affording some shelter from the musketry of the place. The line generally was under fire, and only to a certain degree protected by the inequalities of the ground affording occasional shelter.

The enemy made no appearance, and the troops reposed on their arms.

At about 7 A.M. on the morning of the 8th, showed in force to the left, beyond the extremity of our line. The Infantry were few in number, and did not venture to a distance from the protection of the walls. The Cavalry, having made a considerable circuit, placed themselves nearly opposite the 78th. The ground to the left was favourable for Cavalry supported by Infantry. It was generally an open grove of date trees, upon irregular, low sand banks, interspersed occasionally with bushes, affording good cover, but nowhere so thick as to impede;

the movements of horse, though concealed by them. Orders were given to Major Macdonald to keep skirmishing, and for Captain De Lacey to remain on the plains.

Whilst the horse threatened our retired flank, a body of Infantry attacked the advanced piquet of the 35th; it was supported by one company, and another was ordered to advance a little to the piquet's left, to move in that direction, in case the piquet should be pushed forward: it was Colonel Oswald's object, if possible, to throw some companies before the enemy's line of retreat to the town; unfortunately, from the mosques and high buildings, not only a desperate fire was kept up on the troops moving to the left, but their intention was made known by signal to the enemy. Four or five companies of the 35th were thus gradually assembled on the line, and already threatened the enemy's retreat. It was here, in carrying orders from the detachment, to cover themselves from the fire of the place, that that gallant and most promising officer, and highly-valued gentleman, Captain Jockrell, 35th Regiment, met with a mortal wound. He belonged to the 2nd Battalion of his regiment, remaining at Alexandria, but when he found the battalion was not for the expedition, he earnestly requested Colonel Oswald to obtain permission to accompany him in the capacity of Aide-de Camp. The General acceded to this solicitation, and Colonel Oswald found in him, a most efficient officer, and a delightful friend and companion. At the time the wound was not deemed likely to prove fatal; he was removed to the Caravan-serai, where he seemed, apparently, in a fair way of recovery; his spirits were excellent, and his sufferings insignificant; all these promising appearances gave his friends the best hopes, when, of a sudden, an inward hemorrhage took place, and carried him off in a moment. The detachment under Captain Peck, 35th, advanced with caution and success. An opening in the sand-banks afforded the enemy the opportunity of laying a gun for it, at not above 200 paces distance, but, fortunately, the gun was ill-directed and very ineffectual. The Cavalry being now apprised of the movement on their flank, retreated rapidly from before the 78th Regiment; they halted in front of Captain Peck's detachment, seemingly with the intention to charge it. Orders had been given for not a man to fire; nothing could be better obeyed, for till their horse fronted and approached no shout was given by the troops, a portion of whom were well covered. Then, indeed, their gallant Commander made them up and open a regular fire by subdivisions, he placing himself in front of that retaining its fire, thus proving his own coolness and his perfect reliance on the discipline and steadiness of his men. The Cavalry upon receiving this well-directed fire became apparently panic-struck—wheeled to the right-about, and dashed for the wall of the town. By this time several companies of the 78th had come up and joined in the pursuit, but it could not be long continued, as the troops were brought within pistol-shot of the houses. A retreat then became necessary, and was effected, to the different posts and lines without much loss. In this affair we had an officer and two or three men killed, and a considerable number wounded. On the right they remained quiet in the fore-part of the day; in the afternoon the enemy made a sortie by the burying-ground; one or two of their mad or drunken heroes having, as it is usual with them, a colour. They stole unperceived to the top of a steep bank, under which we posted three light companies, who certainly had not kept a sharp look-out, and on

finding the enemy right above them, made a retrograde movement, calling for sharp animadversions from the General upon their conduct.

At this time the indefatigable and gallant Brigadier-General Stewart received a shot in the fleshy part of the shoulder; fortunately it was not dangerous, though sufficiently troublesome. In justice to that brave and generous officer, who carried to his grave a body lacerated by wounds met with in the most gallant discharge of duty to his King and country, it ought to be noted, that during the hardships he laboured under, and continued for many days after to endure, no thought or consideration for himself ever for a moment influenced his conduct. Anxiety of mind and fatigue of body naturally brought on much inflammation and pain, yet he never thought of retiring, but exerted every energy of mind and person to secure for the corps he commanded glory and success. That the latter proved unattainable was no fault of his, but arose from the force he led being totally inadequate to the operations, it was engaged in. His instructions forbade anything to be hazarded in the way of assault, and that he must reduce the place by the fire of artillery alone. Accordingly every nerve was strained to erect batteries; one for the two 12-pounders was formed close to the pinnacle sand hill to the right, a howitzer was placed on the top, and the two mortars fixed in its rear. The 6-pounders were reserved for the purpose of acting in the field, to repel the sorties we might expect. It was thus determined to make one effort against the left of the town, where the ground favoured us, though at the same time it was the portion of it least likely to be seriously injured by our cannonade.

It was satisfactory to find the boats had been enabled to proceed further up the lake than was reckoned upon. A depôt was formed near the peninsula of El Hamet; and an escort was this day sent to convey the mortar transported thither by water to the lines. In order to secure our piquets and advanced posts from the sudden attack of cavalry, and cover them from the fire to which they were exposed, it was judged necessary to construct field works; these we formed of felled date trees laid on each other and filled with sand. Two respectable redoubts we soon completed, but in consequence of the wind blowing off the sand they required constant repair, furnishing a daily occupation and amusement for the piquets, &c. The light battalion was also drawn back for about 200 yards in rear of the bank and tombstones, and comparatively out of fire. The 35th also covered its lines, particularly the right, with epaulments for protection during the day; at night it came in front of these defences and lay on its arms. The portion of De Roll's in line were well protected by a sand redoubt. The 78th were comparatively little exposed, and the troop of cavalry had an excellent post on the plain, where there was abundance of forage and water.

On the 10th the sâches, &c., were completed; No. 1, left of light infantry for its piquet; No. 2, for the 35th; No. 3, on a commanding sand bank, from De Roll's commanding that of the 35th; Nos. 4, 5, and 6 in front of the 79th infantry; No. 4 flanked by approach to No. 3. On the right the position was further secured by a traverse and abattis joining the sand hill to the Nile. There was also a garden wall loop-holed that flanked the path from the town, and rendered all approach there most difficult for the enemy. Our general battery opened this day, but without any great effect. It was determined that after the batteries opened the town should be again summoned: manœuvring lan-

guage was to be used; at the same time it was insinuated to the chiefs of the Albanians that favourable terms might now be granted if by a speedy surrender they ensured our favour; that it was greatly for their advantage to do so before the arrival of the Mamelukes, daily expected; as thenceforth individual interests could no longer be attended to. There was difficulty in sending a person to be the bearer of the message; no reliance can be placed on the manner in which Turks treat a flag; it proceeds from the whim of the moment or from the fancied advantage to be gained. At length the Sheik of Abamandabe, a man respectable from his age and profession, was prevailed upon to carry the flag. Hostilities were consequently suspended, and the result of the mission anxiously expected.

This day Major Misset, the president, announced his intention to quit the camp; ill health was the ostensible reason, but whatever was the real cause it was deeply regretted that the officials, possessing the best means of gaining information, abode not with the army in the field. General Frazer's health did not admit of his taking an active part; he remained on board Admiral Lewis's ship, at a considerable distance in Aboukir Bay, corresponding with General Stewart; but after the Major's departure all intelligence passed by Alexandria. The Subachi, or Misset, forwarded it to the fleet and thence to the camp, proceeding thus in a course directly opposed to what it ought to have followed. A report reached the camp, said to come from the Subachi, which he learned from an Arab on whom he could rely, that Mahomed Ali was assembling his force, and making every preparation for the relief of Rosetta; that he had collected and was fitting out a number of heavy guns and gun-boats to transport and accompany his troops down the Nile. This report, which proved correct, was neglected and unattended to, because of a false statement, purposely made, of the Pasha's having sustained a great defeat at the hands of the Mamelukes; the Beys, indeed, wrote so themselves, but no great attention was paid to comparing dates; the consequence inferred was, that they would immediately join us, the offspring rather of our hopes than of any promise on the part of the Beys.

Towards night the Sheik returned, after having been greatly alarmed. He brought with him at least a civil answer: That the Commandant at Rosetta was like General Stewart, only subordinate; that therefore he proposed a suspension of arms till he could obtain power from his Chief, and requested an answer. There are so many ways of working upon the hopes and fears of a Turk, that it might have been as well to have kept the negotiations open for a day, but it was settled otherwise. The enemy had occasionally shown himself, but in small force, and with no disposition to attack. The cannonade and bombardment produced but little effect on the right. For the sake of general annoyance it was determined to construct a battery for six guns within 300 paces of an enemy's bastion, nearly in the centre of the town. This work was formed with its face parallel to the line of the town with relieved flanks to protect it from the enfilading fire of the enemy.

On the 11th; a report was received from El Hamet of the enemy having apparently withdrawn his force from the left bank of the Nile, but had established a work on the other side with a gun exactly flanking our line. Major Voisidang had thrown up a traverse for protection, and entrenched his guns. The enemy had killed six of his men; and he

returned the fire with good effect. From El Hamet and the country beyond the army was abundantly supplied with provisions of every description; indeed, the left of the Nile for a considerable distance appeared entirely open.

In the afternoon the out-piquets of the 78th were attacked in force. The enemy's cavalry had stolen up unperceived to one of the advanced sentries, who, with his back to a tree, defended himself against three of them with the uttmost determination; and, though he received many sabre wounds, refused to surrender. The serjeant seemed very unwilling to fire, lest the soldier might suffer: at length, perceiving they were preparing to carry him off, the serjeant fired, and killed the man who was struggling with him. The 78th man was hardly seventeen, and when brought in, from the number of cuts his life was despaired of; but he nevertheless made a perfect recovery. The greater portion of the enemy had shown themselves well to our left on the plain, apparently with the intention to attack the cavalry, who, though mounted on miserable Nubian horses, charged with great spirit, killing and wounding many of the opponents. Amongst the latter was Ali Bey, commandant of Rosetta, who, with the loss of his splendid fusee, narrowly escaped being himself captured. Captain De Lancy charged too far in pursuit, and his horses were blown. The enemy had a party concealed on his flank; from it he sustained a sharp fire, and was in his turn also charged with effect. Captain De Lancy had to fall back, but some companies of the 78th rapidly advancing, the enemy bethought him of safety, and fled towards the town in disorder. In passing the flèches and redoubts they encountered a well-directed fire, and many casualties occurred. Seven or eight horses were found dead; but with the Turks it is a point of honour to carry off if possible the killed or wounded: many of the former we observed tied to their horses, dragged with difficulty into Rosetta.

Whilst this skirmishing was carried on towards our left, a demonstration was made on the right nearly opposite the light infantry's left, but the enemy did not venture from under his walls; and when found impossible to coax him to a distance, a few discharges of grape induced him to retire within the cover of the works. The rough handling the cavalry had this day received tended to render them more cautious, and they found their way back to Rosetta, mutually accusing each other of cowardice and ill conduct.

On the 12th the post at El Hamet was reinforced by a captain and 23 rank and file, with an additional 6-pounder. Major Voisildang reported many deficiencies at his post, and the chief engineer was commanded to survey it. On the day the grand battery was animated through Captain Hallowell's exertions two 32-pound carronades had been brought to the lines from the Tigre. One was placed at the 12th battery, another at the grand. A change was this day made in the position of certain of the regiments; the advanced corps was broken up, and Colonel Macleod with a company of the 78th returned to the regiment, which took its proper post in line on the left of the light infantry, whilst the 35th occupied the retired line on the left flank. The command of the whole line and outposts fell to Colonel Oswald. From the state of preparation the troops were held in, and from the proximity of the outposts, it was found practicable greatly to diminish the number of men on duty, making the outposts more of observation and alarm than of defence; indeed in the army there was but one prayer, that night or day

the enemy would venture from under the cover of his walls, and give us a meeting. Captain Hollowell was intent upon effecting some operation on the river. For this object he had got up a couple of 12-pound carronades, so that our artillery was continually augmenting, getting quite out of proportion to our means of transport, or perhaps even of fighting it. It was reported that the enemy kept a post without the town, lower on the left of the Nile. Major-Macdonald, 78th, with some companies of that regiment and of the 35th, proceeded to leave the skirts and flanks of the town and Nile nearly as far as Fort Julien; but of the enemy nothing was seen: he had but a single casualty.

On the 13th, the enemy it was perceived had constructed a four-gun battery on the low ground right bank of the Nile. Opposite our right flank enfilading the trench thrown up in the orange gardens, a 6-pounder was placed to keep this battery in check: still the guns fired with effect, and greatly incommoded that post and a portion of our forces. Our fire from the batteries was sustained as well as the supply of ammunition admitted; but the consumption was considerable, for now there was in play two 8-inch mortars, two 12-pounders, two 32-pound carronades, together with some smaller pieces; nevertheless our fire appeared to produce little effect. This is not to be wondered at, when the buildings, the extent of the town, and the composition of the garrison are considered. The houses exposed to the fire were already in ruins; the best and most populous part of the town was defiladed, sloping to the river, consequently secured from our horizontal fire, and affected only by the bombardment.

The garrison were desperate foreigners from Albania, unconnected with the inhabitants, and insensible to their sufferings. They lodged themselves in secure places, and beheld with indifference the destruction of the town, sensible that when it became untenable they had it in their power to cross the Nile and retire with their plunder to some secure place; besides, from the right of the Nile they daily received reinforcements, provisions, and every sort of succour from Cairo. Difficulties becoming apparent, it was now determined to re-open negotiations that in a manner we had ourselves terminated. A letter was accordingly written to the commandant of Rosetta, stating the reported but unfounded successes of the Mamelukes, and the expectation of their speedy arrival in our camp. The chief was reminded that he had only a short time to make his terms, which, if immediately concluded, would be in a high degree liberal; Vicenzo, who was acquainted with him, added somewhat of his own in the shape of advice. When the dispatch was concluded, the difficulty was to find a person disposed to be its bearer. At length one of the interpreters volunteered, showed himself with a flag, saying it was an answer to Omar's former letter; but he was received with a dozen of shots from the walls, and saluted with the most opprobrious epithets. At length all-persuading gold tempted a slave to bear the epistle: he did not stop a moment, but went boldly forward through the fire. No reply was ever received: the unfortunate messenger, it was concluded, suffered death, at least nothing more was ever heard of him or of his mission. The chiefs professed to deprecate such proceedings, and avowed that they were effected without their knowledge or approbation.

[To be continued.]

## A RUN TO THE CHANNEL ISLANDS, AND THE NORTH COAST OF FRANCE.

BEFORE I start, let me cogitate a moment or two. Getting into a coach or steam-boat is easy enough—everything is easy, except *thinking*. Dear me, I never thought of that!

How do the silent minutes steal us from ourselves! and yet we go on idling and not thinking day after day—to-morrow and to-morrow, all repetitions of each other, even to the most active of us. What a life of sleep and sloth it is to the very indolent, who in turn say, "Well, and what, after all, can you do more than pass your life away as agreeably to *yourself* as possible? 'tis all one fifty years hence!"

Most men, however, find themselves between two powers at work within them pulling different ways; the mind wants to be active, but is generally conquered by the indolence of the body, which becomes heavier and heavier as we get older. Then again the mind, finding all is vanity and vexation of spirit, grows sluggish at last, loses its few vivid ideas, and picks up nothing new. This is the *wearing out* that makes elderly people greater bores than young ones; when they pertinaciously stick in the shade of their only and long since worn-out idea, perhaps only half a one! Meantime the world jogs on.

For a long time we could not understand cigars. How many virtuous and decent dullnesses have been spoken and written against smoking—against our growing numbers of cigar shops about town, and our youngsters who may be seen lounging in and about them. A few brief miles, and the thing is understood as perfectly natural and fashionable and comfortable, anywhere in Germany or Holland.

Then a certain cut of the hair, or not cut at all, is stiffly resisted. With what contempt have we looked on the exuberant locks of *La jeune France*! Beards, and mustachios to match, descending to the orchestras and behind counters. No matter; the thing has all the ignorant audacity of youth to support it, and the sly beaming encouraging eyes of the fair sex—it has taken! and has crossed the Channel. We are, spite of our "No, nonsense!" bit, infected. Already our close clips relax—hair falls about some reverend faces, à la German student, and beards grow modestly round hitherto close-shaven chins. But it is the middle of September. I am one of those unhappy animals without 5000*l.* a-year—without title, or any sort of right to talk of there being *nobody* in town. In a city of two millions, two thousand go away to their country places or to Paris, and then, there is *nobody* left! Our young Queen is doing the honours of Windsor Castle to her uncle—her Ministers, walking in their several shrubberies to get rid of a political headach—M.P.'s in their rural shades doing the amiable with their wives and daughters—and greater men frisking about their velvet lawns, simple and innocent as their own cattle or deer (for the season). No wonder Regent-street (the middle of it) looks rather thin: left to cabs, 'busses, and stray carriages with widows' quarterings—no wonder Bond-street and Piccadilly confess a difference—and in Hyde Park at the hour of five one finds nobody, really nobody.

Above all, gay shopkeepers tell you there is nobody in town. What's

to be done? The last of the London races (Egham) are over, and no Tippoo's tent this year (a pity!). The Clubs are emptied by our watering-places—it is really the best moment to be off too.

Now, if a man has no sort of business to do, and contemplates making a move, it is never worth while taking a place in any coach; but having packed up absolute necessities, wait quietly for the first fine morning, and drive boldly to his coach-office.

I pitched on a very bad day for Southampton, on a Saturday; still, though all was full outside, I got a seat inside. One knows the country—Hounslow, Bagshot, Basingstoke, &c. &c. Passing Virginia Water, somebody was observing how little can be seen of it now from the road, owing to the trees having grown so much these last twenty years. A little further on we had Sandhurst, with its plantations so grown as to shut out the College beyond its piece of water, and the long line of its officers' houses to the right; balanced by the village row sprung up too in twenty years to the left. Two of the students were *surveying* on the road; taking a *level*, I conclude.

All country towns have something good about them to their inhabitants—what is there at Bagshot? But the country all along this track is not pretty, nor rich; and Basingstoke is a poor dull-looking town.

There was a pleasant elderly gentleman inside, and a young girl going to place (sent inside to make room out). How often does it happen that we wish even pleasant communicative and sensible people to hold their tongues now and then! A proper attention in a coach is very fatiguing, at last insupportable.

Resolve to try and recollect what I feel when I'm in a chattering humour, so as to spare, it may be, others. "Pleasant and sensible"—ahem!

Always a great dropping of fish from town at people's gateways! Who gets these carriage shillings? A very pretty girl came out from one of the lodges at Sir Francis Baring's, a lodge four or five miles from the house, I think. Why need one man have so much land? What a question! It is not, however, either a house or park or land of the first order, after all, and so it always will be where an individual buys up all around him.

Winchester looks well coming into it on this road, but it does not look like a thriving or growing place, nor is the country round it remarkable for beauty, though here, as everywhere in England, there are villas, cottages, and spots possessing all a man need wish for. There is a good deal of intercourse with its pretty gay neighbour Southampton, where we arrived at five o'clock,—nine hours coming.

Driving into Southampton on this Winchester road is delightful. As far as the race-ground which skirts the way, groups of young ladies are met in their cheerful promenades along the walks on either side of the road on, the park-like common that forms the approach to this new side of the town. Here a suburb has started up all splendid as the *West End*, the places, squares, and terraces vying in beauty of architecture with anything of the kind I have seen; nor do I know any county town or watering-place having at once so lively and handsome a *High-street*. From the venerable gate (with its two grotesque figures) down to the water, all is bustle and animation, contrasting most glaringly with the dullness and poor appearance of Winchester; to say nothing of the



many gay carriages to be seen driving about, and the numbers of well-dressed idlers of both sexes.

Stopped and had a beefsteak at the Vine Tavern, at the bottom of the street, a small civil house that catches a good many steam-boat travellers in their transit. Found the Lady de Saumarez at the end of the new-made pier getting her steam up to start at seven for Guernsey and Jersey: and now it is that the state of the wind, which at other times "passes idly by," is scrutinised with no small anxiety. There was a quick-flying *scud* not quite agreeable, as it seemed to move quicker than the breeze below; besides, the weather looked squally.

This new pier, where the steamers can lay alongside at all times of the tide, and you walk on board without trouble, is well done of the Southamptonians. It was long wanted to put an end to the extortions (I am sorry to say it) of our boatmen, independent of the noise and confusion amidst twenty boats, all struggling for who should get possession of you. Now one pays twopence to go on the pier whether to walk (a capital one) or embark, and twopence more each trunk or parcel, and there's an end.

In the little bay that sweeps round the back of the town, if I may so say, there are a great many pretty villas and cottages; here too are numbers of boats. I have before now observed a sort of elegant canoe sort of duck-boat or skiff, covered in, except a hole for one man to sit in. Round this hole a sort of canvass hose is or might be nailed and drawn tight round the sitter, so that he might defy any sea or any weather, provided it did not upset: a neat ballast fastened to the keel would prevent that, I should think. We have taken this plan from savages—where, I forget.

We started very exactly at seven o'clock, and though it blew fresh, our passage was not so rough as I expected. It is as well always to go on board and secure a berth beforehand, as I did; but not so soon but that there was hardly one left, so knowing are travellers on this point. No stopping at Cowes: we only saw the lights of the town, and ran through the Needles. As the night was dark and chilly, I went to bed, the best place to doze over ten tedious hours.

Approaching Alderney on the outside when the wind blows strong from the westward, there is, at ebb-tide particularly, a heavy swell to encounter. This is called the "*Swinge*," being worse outside than the "*Race*" is within. The Saumarez behaved very well, and kicked about very quietly here.

I was told afterwards at Guernsey that on some occasions it is not to be laughed at; the Atalanta, on the Tuesday previous, had had a narrow escape. A heavy sea struck her, going over her bows: there were some fears of her not rising in time for the next! Whether the captain thought so I know not; but it is certain such was the impression on board. However, the Atalanta is not so good a sea-boat as this, nor does she make so light of her engine: we have less trembling motion in the Saumarez than in any boat I remember. All steam-boats are evidently too weak and too narrow: they should have more beam and more bearing forward; that is, widening round the bows above the bends. All steam-boats look very wide, in consequence of the deck carried over the paddles. This defect is not being cured, for I see the

enormous boat building in the river for a steam trial to New York as a packet, while she is 220 or 230 feet long, has only 40 feet beam! I for my part, would rather ten thousand times embark in one of the regular sailing packets. If it ever is found to answer at all, I should think doubtful, in spite of several ingenious lectures I have heard from Dr. Lardner and others. Steam I think will be found to be only fit for coasting and short runs, perhaps to the Western Isles; but beyond 900 or 1000 miles the inconveniences (want of fuel, increased risk of gales, leaks, fire, &c.) are multiplied beyond all proportion to the means; and should it succeed, the difference of time gained will hardly repay the added disagreeables.

Coming into the bay from the eastward, with the small islands of Herm and Sark on the left hand, the town of St. Peter's, Guernsey, looks very well, and very large for so small an island. As the steamer only calls here on her way to and from Jersey, they held on with a hawser to a sloop at anchor for half an hour, while those who wished to be put on shore got into any of the many boats which pulled out of the little square inner harbour, (dry at low water, and something like Dover,) other passengers going to Jersey coming on board at the same time.

It is always as well to ask beforehand about your hotel, as several waiters are equally importunate with their cards and recommendations. I pitched on the reputed best, *Marshall's*, the name on the house itself staring one in the face plain enough. It is a good hotel, and Mr. and Mrs. Harris very civil. From the drawing-room windows (indeed all the windows) at the back of the house, there is an excellent view of the harbour, the Castle (Cornet), Sark, close by, and, faint in the distance, Jersey, with all the rocks, great and small, of this crab-like shore.

The first thing people do on landing (after breakfast, by the way) is to get a horse and gig, on fly, and drive over the island. This is very commendable; for in the crooked narrow High-street, where you find yourself imprisoned, there is nothing whatever to be seen, except indeed Smith-street, another narrow alley running up-hill out of it. This soon leads you at an angle of 35° up to the College and Government-house, where there is a sentinel, and going on, to a most superb aloe, just about to blow, near the corner of the Grange-street.

It was impossible to pass this glorious flower, which had this summer, I conclude, shot up higher than the house of its owner, close to the door, (ground, is scarce here of course,) so I stopped my horse a moment to have a good look at it. It is quite the lion of the town; for except hearing a little French spoken in the streets, there is nothing that strikes one at first as different from any small town of our own in England.

I have said crab, but in shape Guernsey is more like a lobster, and Jersey the crab, while their black rocks at low-water everywhere run out, showing their sharp ridges to seaward, like the legs and feelers of those excellent shell-fish.

My first cut was over the tail of this lobster, about three miles and a half right across from shore to shore. The day was so warm (now the middle of September) that I fancied I quite understood the shade of difference between this and Middlesex. The roads very good, and the whole country very pretty: stone walls and hedges very thick and

complicated; so, too, are the small lanes running to the neat cottages, all built solidly of stone. The people all look comfortable and well dressed; no such thing as a beggar in the island.

We all know how much these little islands are favoured by the parent country: no taxes, and free ports; all the rights of Englishmen; none of the burdens and drawbacks that still, I am sorry to say, are allowed to press on our industry and enterprise at home. Here are, indeed, no beggars; none in rags; and the community so small as to be almost individually known to each other: with all this, I question very much whether they are a bit better off, or more happy than the people of England! Whether it is in the race, or in this happy medium, I know not, but it would seem that little or nothing accrues from these apparent advantages.

Trade is very dull; there seems no enterprise: the shops are very poor affairs; and every other thing seems on the slenderest scale: there is, in short, no life, no bustle. Not an amusement going on. One can understand a quiet content in the country; but in a thickly-populated town of ten or twelve thousand people it is very *triste*. I say this at first sight—it is Sunday; and, I confess, I expected to find some relaxation *à la Française* in the evening: on the contrary, they are much more strict and sombre than at Devonport or Falmouth!

I could never understand why cheerful amusements should be incompatible with piety and thanksgiving to the Almighty! just as well in Protestants as Catholics. It is certain, that until something of the sort is allowed, there will be no getting rid of drinking, and more vicious pastimes, hidden from the public eye, but most pernicious to the great mass of our population. One has but to see how our system in England works among that mass to be assured of its truth, without the trouble of examining the people of the Continent, among the lower classes, or coming here.

These happy islands—happy in situation, climate, freedom, and laws—have caught nothing of the sunshine of the heart of their near neighbours the French: here, all is of a dull, plodding, serious cast: perhaps I might except Government House, and the young officers of the two or three companies of some regiment, who ride about, and are social and joyous enough—in short, the English part of society.

But let me look a little more at things as they are here. Most people have read Mr. Inglis on the Channel Islands. He is full of descriptions of the appearance and product of the land—all which I forget. As to descriptions, they never can give the least idea of a place—at least, so I always find it—and, therefore, shall say little about the matter. On the higher part of the island, about a mile out of the town, one can see almost the whole of it at once (except towards the worst part, to the N.W.): the small, well-sheltered fields, mostly in grass, with the little Alderney cows we hear of so much, tethered, so as to eat away circle after circle—a sort of economy in grazing, as it prevents their trampling over the rest, &c.; a few fields in turnips; and they are famous for parsnips, but I never could see one at our table at Mr. Harris's; potatoes, too, of good quality are in great plenty. Each farm has an orchard—and this is a famous apple year: the bottled cider at the hotel is excellent; but there are no very good eating-apples that I could hear of, and those in the fruit-market under

the Arcade in the town looked more fit for dumplings than the table; peaches scarce and dear; figs plentiful, and very cheap; hot-house grapes 1s. a-pound; the common grape 6d., but has not ripened well this year—(they use the larger French pound). *Apropos* of markets: out of the Arcade runs the general market-place, admirably arranged—butchers, fish, poultry, &c. I see it is forbidden to keep the cattle imported from France more than four days (I think): thus they import only for the slaughter-house, carefully preserving their own breed for domestic purposes.

As I have said, the town is built on the side of a tolerably steep hill, and up a glen or two opening to the beach. All is up and down, and zigzag, a perfect labyrinth; and the streets narrow and crooked enough, and ugly enough; but after you wend your way out towards the suburbs, you come to very neat well-built rows of houses: as you advance they become detached, as with us, and assume the form of elegant villas and cottages, in their gardens and paddocks. They are, without exception, strikingly good and neat, with all the exact care we are accustomed to at home (which I found not to be the case at Jersey). Here, too, house-rent is less than in England, and no taxes. In Jersey house-rent is, at least, a third higher—why, I have not been able to learn; unless it is that there are so few places in Jersey of the villa order, and hardly one to sell or let. But why need that be? where they have more room, too!

Tuesday 19th.—Took a drive round down to La Raie (the N.W. point). Going along beyond the village of St. Martin's (all saints in these islands), I came across half-a-dozen little girls going home from school. The little things looked so smiling, that I could not resist giving them a ride, which I no sooner proposed (they all spoke English as well as French) than they scrambled up on my gig; three clung on the seat beside me, and three behind: telling them to hold on fast, away we trotted, as pleased as Punch, for about a mile, when I put them down, afraid to take them too far from their homes (a small hamlet we passed), and where their mothers wondered, I dare say, what it could mean. I asked them their names, and was glad to find them all Carolines, Sophias, Betseys, and Marys—not a French name among them. Each had her little basket in which they had taken their dinners with them to school.

I was delighted with this little frolic, as well as the children. I have no doubt they would have gone with me all round the island. In what mere trifles consist the conferring and receiving pleasure!

After my little load left me, I had a rather dull ride, and got lost several times from the intricacy of the numerous cross-roads past St. Sauveur. I wanted to get rid of this barren side of the island, and cut across to the eastward by the Grand Moulin; but no; I found myself at last on the coast at the *ultima Thule* of La Raie—out of the world. There was, however, a pretty girl at an uncomfortable-looking stone house in this fishing-hamlet, who told me my way round by the new beach road back, if road it should be called, a parcel of loose stones thrown down for the first time. Along this track I went, tediously and heavily for my poor horse. Luckily my gig was well provided with such excellent springs (not springing at all!) that there was no danger of breaking them. It was very provoking, though I could see the

whereabout of the village of Grand Moulin, I could not get to it, but found myself in another sort of main-road still to the west of it. It was too late to turn back.

There are two or three letters-out of frys and gigs in the town, where also saddle-horses are to be had. The first day I had a very nice spirited little black horse; but to-day I have had Hobson's choice, and a very lazy nag it is: not that it is of the least consequence with the day before one, since to look about one a walk is generally quite fast enough: for three hours I paid five francs—English or French coin passes equally well; for the day they ask ten shillings, and I believe as much for a horse (if they can get it). But travellers always come across the most *sear'd* consciences: the fellow I favoured in the crowd at the landing to carry my portmanteau up the steps to the hotel (not fifty yards), had the impudence to ask a shilling, and I was fool enough to order him a franc: I found afterwards he should have had three-pence, and quite enough. Hotel-keepers never prevent your being imposed on. I was prepossessed with Mrs. Harris's handsome face and civility, so that I said nothing, though I had predetermined to mention it—as “too bad.”

St. Pierre is full of papers, and they are full of small local squabbles. I see the Bailli (next to the Governor in dignity) writes long letters, *pro* and *con*, with some merchant, who calls in question his impartiality as judge. In a word the Baillies of these islands (civil heads), and their councils, are lawyers, judge, jury, and all, in most causes, not strictly criminal: a vicious system, only kept in check by the press and opinion, in so small a community: the same thing goes on in Jersey. This was the old form, which, together with the French language, still holds on in their courts of justice. Of course the council themselves are much attached to it; and every body else either laugh or cry at it, as the case may be.

While in London my Lord G. or my Lord P. do not trouble themselves about the petty concerns of these two or three fertile rocks: perhaps they would not mend the matter if they did! But one may judge of this extreme indifference to what does very much more intimately concern Great Britain, from the fact that, in spite of the most pressing instances, a certain Lord has preferred his idleness or his amusements to having the oyster fishery question arranged, and put on a just and proper footing. A delegate sent to London in the summer could never see his Lordship—he was in the country: and, after other frivolous excuses, Mr. \* \* \* \* was obliged to return with a few civil no-meaning words from the under-secretary. All this while (and to this day) the French commissioners were waiting for ours at Granville, threatening to go away, &c. All this said and known publicly in the islands, while the said Lord is dressing and bowing at Windsor, or shooting partridges at his country seat.

Many idlenesses of men in office are excusable or laughable, but this is too bad, seeing that half an hour's attention—nay, a simple order—a short note, written by the under-secretary, would settle the question.

As I write, two commissioners have, after months' inexcusable dawdling, been named to meet the French ones (not yet, thank God, tired out). Most of our *natives* and *Colchesters* come from this most important fishery; and we all know that it is not long since the boats on

the coast were coming to open violence on the subject of how far from low-water mark, on the French coast, our boats could lawfully fish, the French authorities and *guardo costas* interfering, and ordering off our fishermen; till at last, very lately, it came to a fight; and a French boat, officer and all, was taken and sent into Jersey, after some similar affair on the French side. This has been hushed up; but we know that less things have led to long and disastrous wars. Surely public men ought to be most severely punished for neglecting their duty; and thank their stars it does not affect their very lives; seeing that through their indolence, or indifference, or incapacity, so many lives may be lost—so much intolerable expense brought on their country! Have we not had enough of it yet? But, whichever way one turns, politics are sickening.

Guernsey, like all islands, has her forts and strongholds: a few towers on the north side, and Fort St. George and Castle Cornet, to defend the town, to the south; but the whole green land is so ribbed seaward with bristly rocks running far out, that it hardly wants artificial defence beyond a sturdy militia. Besides, what with their immunities, indulgences, their no taxes, free ports, and free trade, their spirit is wholly English. Within the last twenty years our language is fast wearing out the French, all the children being now taught to speak English, even in the remoter places, seven miles off, in the country.

It is very certain that a traveller, running about from place to place, must see things with a very different eye to that of an inhabitant: some few things one may guess at, at sight; others again must be seen through a very false medium. Thus of society at Guernsey, one can only conclude, without knowing any thing positively, that it is much as at home in any small town. The Governor leads the upper circle, to which, of course, are admitted the officers, the higher natives, or "sixtys," as they are called, and those of the English who have hired or bought houses here to live economically and retired, and who are sufficiently genteel. The second circle are the native "fortys," or merchants or shopkeepers, and a good many English with no great pretensions to be very fastidious. I think, however; I could perceive a good deal of independent spirit everywhere, and a sort of confidence of manner in the shopkeepers and country people, partaking of the manners of the French.

20th.—I tried three times this morning to get out of the town to Fort St. George, on the hill to the south; but, in vain. I found myself as constantly beset by stone walls, glens, inclosures, &c., through a labyrinth of streets up and down hill. The difficulty lay in my not wishing to go round about to the north, making it a walk of two miles, whereas the fort is not much more than half a mile from the south-east end of the town; and I naturally thought some of the little dirty muddy lower streets would run out at last along the shore, and, zig-zag, up hill to it.

The hill and dale I find admirably intermixed with beautiful spots, all adorned by handsome villas, replete with every luxury of a country residence. The Messieurs Carey have three or four of the best houses and most beautiful situations overlooking the town. One of them, a sort of castellated yellow villa, is very prominent to the east, and forms, with the College, a conspicuous feature from the bay. The country

seat of Lady De Saumarez is spoken of: her town-house looks comfortable.

St. Pierre has, too, its small park, called the New Ground; and a very delightful spot it is, on the eastern sweep of the hills above the body of the town. Here Dash and I took our walk and held sociable converse; but Dash would have a stone to run after in spite of all I could say to reason him out of his tooth-spoiling plaything. This faithful creature, a large strong water spaniel, with a courageous cross of the Scotch terrier, possessing an excellent coat of glossy black and tan colour, I beg to recommend to all wanderers to Guernsey and Mr. Harris's house—where Master Dash superintends in the entry—the terror of all the town curs, and the great favourite of all excursionists round the island, whom he follows with an indefatigable relish very remarkable. Dash and I were great friends; indeed he was the only being I had the honour of being at all known to: I felt absolutely sorry when poor Dash wagged his tail to me, looking so good-natured, for the last time, at the sill of his own door. Poor Dash! Good faithful creature! What a pity you cannot live as long as some very respectable persons I have the pleasure of knowing!

This evening, seeing some flies and carriages drawn up at the Town-Hall, over the Arcade, and several ladies and gentlemen going upstairs, I made my way through a crowd of idlers and children to a kind of porter, who stood at the foot of the stairs with a stick across the door, which he withdrew as each party approached: this I found was one of the balls given alternately by the inhabitants to each other, instead of at their own houses; a very good plan. I could not judge of the beauty of the young ladies; but there must be a certain proportion of pretty girls everywhere; nay, youth itself is beauty—a very great beauty.

Going up to the Grange-street for the dozenth time, to look at the superb aloe, which is just at the corner by the College-wall, I sauntered down a road leading to the New Ground. The wall on the left incloses the burying ground. Conspicuous among the tombs is that of a Chevalier, emigré, who must needs write his own epitaph in very limping French verse, saying something about his having found an asylum here for his persecuted loyalty. The strain of panegyric on himself, aided by the hobbling poetry in rhyme, struck me, instead of being impressive, as supremely ridiculous.

Somewhere in *Père la Chaise* may be seen, among hundreds of odd inscriptions to the dear departed, that of an "*Epoux cher, dont la Femme bien aimée et inconsolable, tient boutique toujours, Rue St. Denis, numero 10,*" or 100. This Chevalier is hardly less comical in stone.

I could not find that St. Pierre is famous for any thing particularly. Happily the islands have no manufactures. At the little island of Herm, to the east between the harbour and Sark, they collect shells, of which they speak highly. I looked about in the shops, but could see none: at last I stumbled on a very ingenious shell artist, exactly opposite the aloe; not that the shells were beautiful, but the manner they were made to form the feathered tribe was very much so—a turkey, a cock, and peacock, in the window, particularly; but a traveller, with a small port-manteau, has no business to begin loading himself, at setting out, with

objects of *vertu*. Besides, I suspect all this labour and ingenuity must be rather expensive, even here; very fragile, and very obnoxious to Messrs. the Custom-House Officers at last, after having lugged them about some hundreds of miles. So I consoled myself for leaving them for some richer or more determined virtuoso.

There is not much activity in the port, and but two vessels building (I forget three schooners just launched). A Swede was unloading plank; and a few sloops and schooners lined the quays; trading in potatoes and other farm produce to Plymouth or Weymouth; with three or four sail, as passage boats, for those who cannot afford to come and go by steam (at 25s. and 15s.). Besides the two steam-boats every other day from Southampton, there is the Government one from Weymouth, carrying the mail. She calls, going and coming, at Guernsey, on her way to Jersey, as the others do, taking passengers also.

Farming and fishing, in these islands, are joined as one trade. There are few regular fishermen; nor is the supply regular. Most of the boats are round in a secure harbour (for them) to the east of Vale Castle, about thirty in number. It was fine weather, with the wind to the west during my stay, yet I never saw more than half-a-dozen of them in the bay before the town, perhaps as many more in the inner harbour.

The French and their island trading boats, on the nearest coast, at Carteret, and Granville, and St. Malo, are a very sensible craft of about twelve or sixteen tons, not decked, but well out of the water, great beam, and look not only very strong but as if they could sail well; mostly two lugs. They bring over from France fowls, eggs, cattle, wines, brandy, &c., almost, if not quite, duty free.

Ingliš says Sark is worth seeing, but it is ten miles off, and requires a day's hard work. He lived in these islands for two years: as I am only here for as many days, I content myself with looking at it out of the hotel windows over the harbour: with a glass one might make out a cow or a man on it, but there is no such convenience. It is odd hotel-keepers never keep such a thing as a telescope, nor a map of the town or country, nor any sort of *guide* or description of a place. They are all in league against the unhappy victims, who must needs come and put up with them. Yes, there must be some understanding with the shopkeepers who *may* have such things to sell; it might hurt the market. There is another thing: in vain a man gets out of London and England, and comes to these dog-cheap islands;—as a traveller, whether here, or in France, or Germany, or Italy, no matter where, his tavernbill is still the same; or so near the matter as to make no sensible or reasonable difference. Hence I should say, looking at the enormous difference in the price of these same things to them—all foreign hotel-keepers are much greater knaves than ours at home. This conclusion is comfortable at least. This holds good of steam-boat *keepers*. I should like to know why there is never such a thing to be seen on their tables as a fowl, a turkey, or a goose—fish never: wine and brandy, too, at London rates, though, it is well known they do get all these things in France, or at these islands. After all, it is a very stupid kind of extortion; and partly punishes itself, by keeping the demand and supply on the same meagre miserable scale. Steam-boat companies should look to it, and not leave it in the hands of their *fat-mutton* and *bottled-stout* cabin stewards.



Guernsey is a charming pretty island, with its quiet economical 25,000 inhabitants (half at St. Peter's I should think). It would be no hard matter to stay here altogether; but still I looked out for the Atalanta's appearance in the east with something like impatience. A beautiful morning, but with a hard ungenial east wind, the boat's coming, in fine weather, is known to half an hour—generally from six to seven in the morning, with a fair wind (about ten, if contrary, and between eleven and fifteen hours' run). They never come into the harbour, but either send out a hawser to a buoy or sloop, or drop their anchor for half an hour. As I have said, off we go, bag and baggage, in the boats. In a few minutes we were running out of the bay, close under Castle Cornet. As we gained the offing, and hauled up for Jersey, the wind contrary, the jib lifting; why they kept it on at all puzzled me. Coming in this direction, more than half the north coast of Jersey has to be run round—an abrupt bold shore, but I think not so perpendicular as I was led to think. We ran round, very near the rocks, at the north-west end, across the wide sweeping bay of St. Aubin's, and passing close to Elizabeth Castle, ran at once into the harbour and alongside the Southern Pier. Walking round after our porter, at the foot of the rock on which the formidable citadel (the Regent) is built, close over the body of the town to the Royal Square, where my peregrinations for the day ended at the Union Hotel, not a large house, but remarkable as being built of granite, as many of the buildings are. This solidity of the houses, and of everything that meets the eye first, strikes one at Guernsey:—here it is increased by the greater prevalence of granite; the Fort Regent above, the harbour under it, the quays, the walls imperishable granite, and not a few of the private houses; all the corner-stones, steps, sills of doors and windows, and gate-posts in the country, of the same material. The Royal Square is paved across with it:—to be sure it is not very large: however, it boasts of a very indifferent statue in bronze on a granite pedestal of George II., holding something in the right hand, what I cannot make out—it looks more like a sausage than anything else.

I do not like St. Hillier's so well as St. Pierre at first sight; it is a dirty careless-looking town; nor do the people appear so clean or well dressed. It looks more French, and yet it is in fact more anti-French than Guernsey. There is not a good street in either town, all crooked and ill paved enough; in the suburbs are to be found the better houses and the beau monde; but they are not so elegant here, nor have they such nice well-kept gardens and pleasure-grounds, nor so much of them; though altogether the island is a good third larger. Although the citadel is built on a pretty high granite rock, forming the south-east side of the bay, yet the whole town is on a flat, ranging, perhaps, a mile in breadth, to a sweep of gentle hills that rise all round the bay and round the coast to the east, as far as the Castle of Mont Orgueil six miles off. Looking sea-ward, Jersey, like the sister isle, is everywhere fringed by her sharp jagged rocks running out in innumerable legs, showing their black ridges more or less as the tide is down or up, and in form it is exactly the shape of a crab, the inner part being St. Aubin's bay.

The Guernsey people have a sort of contempt for the Jerseyans, calling them *Toads*: the latter return the compliment by retorting on them the name of *Donkeys*:—

"Sad, such difference should be,  
"Twixt tweedle-dum and tweedle-dee."

One of the crimes against Jersey is, that they have absolutely no coin of their-own, and are beholden to the spirited sister isle for certain penny pieces, very well struck, called *doubles*. By the way, the currency of these islands is rather complicated: to keep English silver and gold from disappearing, they give it a value rather above;—thus an English shilling is 13d. or doubles; a sovereign is thence 1*l.* 1*s.* 8*d.* currency. This creates a great many *misunderstandings* (always against travellers). Then again, French money is equally used and in currency; the knaves creating a pleasant confusion of francs and shillings sterling and current.

Sept. 22.—Went round Fort Regent: it is stupendous. One need not wonder at a million of money having been expended on it; but as Mr. Inglis says, “very unwisely,” making great fortresses is wholly out of date; and this could only destroy the town, not prevent the island from being taken. As a commanding post, a well-secured battery on it (as it was) must answer every purpose of modern warfare—allowing it at all likely that any serious descent would be made, on the part of France, sufficient to overcome the 4000 or 5000 militia of the island, all animated with a very sensible liking for the mother country, which has taken such good care of them: and after all, the command of the sea will always decide the question in the long-run.

The town is full of very bad dirty hotels and boarding-houses: even at the best hotels they have things boarding-house fashion—break-fasting all together at eight, dining at three, and drinking tea at seven. There would be no great harm in this if Mesdames, who make the tea and coffee at the head of the table, would make it drinkable, instead of hot water of various shades of colour.

At dinner the landlord presides, with a good deal of the *on a par* mode of the *Maitres d'Hôtel* in France—certainly very un-English—neither is it quite French. I am not sure whether the British Hotel, the next best house, was in the same way; I conclude it is a Jersey fashion. It is nothing to say people are civil at an inn; but here, at the Union, the waiter, John, is an uncommonly nice obliging young man, whose situation is no sinecure; obliged to watch and board the steam-boats in and out in the scramble with the other hotel waiters, and attend to everybody and everything besides; two maids help to wait at table to be sure.

Walking about, the town rather improves, as you can thread your way out of the narrow dirty streets, along the suburbs on the St. Saviour's road, and out by St. James's church. Good streets are building about the Clarendon road quarter, the *west end*. Here some of the houses look neat and comfortable. There are two or three nursery gardens well stocked with dahlias and hydrangeas; the latter the prevalent flower all over the island. I was going to say the only one, but a gardener stood out stoutly for the honour of his craft, and would have it that they have as great a variety as we have in England. I see no geraniums, no jessamine, and no rose, except a few very poor ones; but it is rather late.

Fruit, too, is very expensive in the market, except melons, which are not only very good but in great plenty. On market-days there is a very good show of vegetables; so there was of fish I thought, but they say the supply is extremely irregular, and its price varies accordingly from cheap to extravagant.

I am told that at St. Hillier's people are all pretty much on a level with each other, and that wealth alone makes any distinction. They

have no marked "*sixties*" and "*forties*," but are all sixes and sevens; except, perhaps, among the English, who form a pretty numerous medium body; but they too, high or low, must be much influenced by the received notions of the place. Since Mr. Inglis lived here and wrote his account of the island, they have formed a promenade, where the *beau monde* may be seen occasionally. (He could never see any, except on a Sunday at church.) This promenade is on the side of the nearest eminence skirting the suburbs; the entrance is 1s., under the superintendence of a Mr. Hartung. There is another promenade further on in the little bay of La Grève, at the back of the fort and town, where, too, they have sea-bathing machines. They advertise to have music at both places on certain days, but I was not so fortunate as to hear it, or indeed see more than half-a-dozen ladies walking about. From the (Hartung) gardens there is a very pretty view over the town, bay, shipping, and Castle Elizabeth; but not only in this, but in their best houses in town and country, in their roads and improvements of all sorts, there has been an astonishing spring within the last ten years—so that, say they, you would not know the place again. St. James's church, a handsome edifice, has been recently built: here the Governor comes, and no doubt all the beaux and belles; not that I can compliment the young men of the island much on their appearance. To help them out, there are sixteen young officers of the 200 riflemen, forming the garrison and Governor's guard; their uniform is anything but graceful, at least the undress of those I met walking about. Without being able to judge from any large party of young ladies of the island together, yet I should say, from those I saw, that there was a very fair proportion of fine girls, and very well dressed. I am told of no less than six *soirées* in the town this evening, most of them, if not all, dances:—à la bonne heure—is this mere accident, or are they so very sociable?

23rd September. A ramble round the basin and the beach.—The history of the Channel harbours is that of so many basins built, and jetties run out to receive the tides, leaving the vessels within dry at low water: so it is here. This harbour under the citadel is large, and solidly built of granite, an oblong square, with a fair show of merchantmen, mostly, however, small, and in the coasting trade: further round the sweep of the bay they were building three merchantmen of 300 and 400 tons, in yards removed across the road from the beach, and walled in like common timber yards. It appears they often get orders for building from our merchants, as it is done at less expense here than in England, from 9*l.* to 10*l.* per ton; the importation of fir timber from the north duty free, and every other thing. The only wonder is, I think, that with such advantages there is not more activity in this branch. No; it is certain that neither island keeps pace with its rare advantages in a commercial view. One party attributes this to the form of government, while others imagine it hinges on the want of energy and enterprise—visible enough in the streets, shops, and all those common things which meet the eye as one walks along: there is nothing neat, and of good contrivance; the very flies and hacks to ride about the island in are miserable affairs, with the horses half starved.

*Apropos* of riding about! that is the first care of curious travellers. People fancy there must be something very curious to be seen here as

well as at Guernsey, because these islands are so small, with such an astonishing variety of scenery. I do protest against this guide-book monsterring of nothings. The only thing that strikes one as peculiar is, the preposterous love of trees and wood that prevails!—very natural: but so it is; not only the fields are too much shaded by their subdivision tree hedges, but most of the by-roads are overhung, muddy, and impervious to the sun, as well as the gardens; the very cabbages are drawn up two or three feet high by it, and head slimly on ugly long stalks: so of other vegetables: in a word, the earth has not fair play:—the whole island would be much better, and even prettier, if they would cut down, at least, half the trees: no county in England, Surrey, for instance, is half so wooded; besides a great prevalence of orchards, too much crowded for the good of the fruit.

The great lion is the view from the top of Prince's Tower, three miles from the town. This fantastic tower is on an artificial mound in the midst of a thick wood; out of which you wind spirally, and finally upstairs, passing various refreshment rooms, and lairs of empty bottles; for this spot is farmed out as a tavern and house of entertainment for man and horse:—here repose the unhappy hack-horses at the door,—the only entertainment (not inconsiderable) they enjoy.

From the top of this little tower nearly the whole island may be seen (except part of the northern and western coast), as well as the shores of France about Carteret; the narrowest part of the Channel, fourteen miles across, a low sandy shore. The town you have just left, the bay, and Elizabeth Castle, the shores round to the Castle of Mont Orgueil, form altogether a fine coup-d'œil. You either pay 1s. 6d. for this peep above the trees, which everywhere beset you, or you drink a bottle of any wine you please; consequently, this is the head-quarters of Master Bacchus, who has taken into his establishment two little Venuses as bar-maids: how these children still go together!

The prettiest ride and best part of the island, however, is surely round by Gorée village and common to Mont Orgueil Castle. Here is the oyster fishery:—here most of the fishermen live, who now and then kick up rows; but I felt it quite a blessing to breathe freely on this common, free from the overhanging of trees,—so easily a thing may be overdone! Nothing so charming as foliage and shade in its proper place; but too much of it is not only unhealthy, (animals and plants languishing under it,) but it grows tiresome, and depresses the spirits—to say nothing of the damp, the want of brisk air and light. Thus, in the back-woods of America, the squatters are sure to grow up long, pale, and lanky as their maple trees. Thence the Kentuckians and Virginians, all the men bordering the back-states and waters, are taller than those on the sea board; but this is a profound digression which would perplex me to follow any further. I must get across this pleasant common of Gorée to the bold castle on its abrupt promontory, “frowning at France,” as some sublime poet has it—so Sir H. Grove Turner says, whose lady we met just now in her pony phaeton,—they have a long comfortable sort of house in the village that skirts the hill leading to it, he being the governor. Having done with the world, this pretty quiet spot is enviable; not that I imagine this gentleman, or any other governor, has done with it. All castles have long histories, so has this. Our Charles II. was here some time, and slipped off to France from it, leaving Sir

Edward Hyde very quietly writing his history in Castle Elizabeth the other side. How precious little we know of the real causes of certain moves, things, facts, acts, but a few brief years left behind; and what one man can ever write a true history? For my part, I cannot chronicle what we did and saw this bright day as we rambled about among the vaulted and other rooms; of Charles, and his suite; and his guards, &c. There was, however, a party of laughing girls patiently attending their grave papa and student brother, as on a ladder they were gravely and profoundly trying to make out an inscription over one of the door-ways: these were profound tourists, losing the sunshine, and teasing their amiable relatives. Not to go back the same road, you wind up-hill, and round by the Bay of Roseres, St. Martin's Village, and Prince's Tower, back to town—the whole round only fifteen or sixteen miles.

24th September. This is a day thrown away on the very ugly, smoky village of St. Aubin, on the opposite side of St. Hillier's Bay. Then over a sandy, desert, ugly country, in the north-west, condemned mysteriously to its barren waste, round by the barracks, and down the long, wild, narrow valley of St. Something, where steam supplies the place of water for a mill or two, till we come out of this rather rugged valley once more in St. Hillier's Bay. I was surprised how they found room for it, where cultivated land is so valuable (or should be); for our good-for-nothing purposes of trotting along, it did very well, making up an agreeable variety. I can recollect no peculiar feature beyond the cabbages on stilts and the garden snow-balls. It is but fair to say, all the farm-houses of the island are solid (stone) and comfortable; no such thing as a beggar: and most of the people dressed decently and comfortably; not that the working part of the population fare better, or even so well, as our own farming and working people—seldom eating meat, often not even fish,—living on bread, apples, cheese, and cider, with the French accompaniment of cabbage soup. If this is true, of what use is it to the mass of the inhabitants that they live in these favoured isles?—favoured in every way; a pleasant climate, rather more warm than ours; no taxes or imposts of any kind; equal laws, the greatest security of property, with every facility for the introduction of every luxury of every clime, and for growing, indeed, immensely rich, if commerce could do it; and yet there is nothing of all this. There are few or no equipages in the town—the Governor's and half-a-dozen others perhaps. A London tilbury and horse (and owner) was the only tolerable thing I saw about in that way.

The shops are mostly poor and slovenly, and the men forming the every-day street population of the better sort; at least, in our country-town style, except rather more slovenly, I thought. They say, too, that St. Hillier's has done wonders in building and beautifying within these last ten years, and so it would seem, as all the better streets and houses in the suburbs are of recent date; but what a poor dirty place it must have been at the close of our last war!

They are very fond of imitating London—in names, at least, in the town; there is Claring-cross, Golden-cross, and others near the Royal Square, which is a small triangular space flagged over, where lawyers out of the court-house next door, and H. P.'s, and the loungers about town parade up and down, quarter-deck fashion, turning at the pedestal of the statue of George II. aforesaid.

St. Hillier has its theatre closed just now. This evening, however, *par extraordinaire*, a poor French rope-dancer and his family undertake to do a number of extraordinary things, and wind up with a pantomime at a little minor sort of theatre. The rope-dancing was very feeble, but Monsieur and Madame gave us an excellent pantomime; that is, he made his audience laugh heartily—the greatest excellence! Would that our clowns would take a lesson of the French ones, and flout their faces simply, instead of painting all expression out of them, in red and blue triangles, leaving nothing human to be seen, except a very wide mouth constantly on the stretch; in short, that kind of unmeaning exaggeration out of nature and sense of any kind, that makes one rather melancholy by its unmeaning and tedious repetition,—something like Mr. W. Farren's eternal stooping, trembling, face-making, staring, very old man—to which he reduces all his characters.

True no meaning puzzles more than wit,

and therefore it is, I presume, why our pits, being puzzled, are so uproarious in applause when the one makes a face, or the other, stretching his mouth from ear to ear, bawls out "hollo! hoy!"

I went to another exhibition—a small fancy bazaar held in a school room, for the laudable purpose of assisting a charity-school; here the ladies of the town appeared to great advantage,—the circulation and sale of little fancy articles went on very briskly amongst them, and I dare say answered the end desired.

Taking St. Hillier's on the whole, it does not want for symptoms of prosperity, though the town might be kept much cleaner, and the shops have a better look outside and in, with a very little trouble. There is one sign of being well off, in the high rent of houses; full a third more than at Guernsey. There is, indeed, hardly a good house to be had for love or money: I only saw one for sale—a large cottage *orné* adjoining the governor's, valued at more than the same sort of thing would be near any of our country towns.

Castle Elizabeth stands half-a-mile off in the bay, the shallow beach running out to it on a causeway, dry at low water: from the harbour basin it looks a mere pile of buildings on a rock; but on getting within, one is surprised at finding a good large green within the walls. Round this esplanade I was walking very leisurely, taking a look at the town, citadel, &c., when a steam-boat struck my eye as ready to start somewhere; on inquiry, I found for Granville, though they knew nothing about the matter at the hotel—good innocent souls! There was not an instant to be lost, under pain of passing two or three days longer in a very uncomfortable way; so I ran for it, and may be said to have fled from the island; it was neck or nothing, at full speed, the porter with my portmanteau chasing me, and the waiter with the bill, equally out of breath, chasing us both. The last boat was at the instant shoving off from the rocks where they embark at low water: adieu for France, ho!

# SKETCHES OF MILITARY LIFE IN INDIA.

BY A QUEEN'S OFFICER.

No. VIII.

CHINSURA is an old Dutch settlement, and still bears numerous traces of its origin, both in its buildings and inhabitants. Most of the dwelling-houses are constructed on the same plan, which has neither external elegance nor interior comfort to recommend it. The houses are situated in narrow lanes, and so wedged together, or built up with out-offices, as to obstruct the circulation of air; a system to be deprecated everywhere, and eminently absurd in India, where each house should stand isolated. The interior is laid out in a large comfortless hall, surrounded by small rooms which open upon it. The windows are all grated, prison-like, with iron bars; a staircase leads out on the roof of each house, which is flat, to afford a promenade. The Dutch ex-Governor is still resident here, with a few other families, who speak English, but retain many of their national characteristics. Exclusive of the native population, Chinsura is inhabited by a mongrel breed of half-caste Dutch, Portuguese, and French; the latter from the neighbouring settlements of Bandel and Chundurnuggur or Furashdanga, at a distance of two or three miles from Chinsura in opposite directions. At Bandel, which was one of the earliest of the European settlements in this quarter, stands the Roman Catholic chapel to which I have before alluded; it bears over one of its doors the date of 1599.

Chinsura was for some years the depôt for the King's army in the Bengal Presidency. Hither all detachments were sent, on arrival from England, until they had accumulated in sufficient number to be despatched to join their respective regiments. Chinsura is not a very desirable quarter, still it was, perhaps, preferable to being shut up in Fort William after a five months' sea voyage. Lord William Bentinck, however, abolished the depôt and broke up the establishment, which had been on the most limited scale; but subsequently, new barracks having been completed in 1829, the station was garrisoned by a King's regiment. The climate of Chinsura is particularly hot and damp, and the air at all times impregnated with mephitic vapours from the numerous tanks of stagnant water which abound in the town and its vicinity; and as there is an European regiment always quartered in Fort William, at a distance of twenty-seven miles, with a large artillery and native infantry force at the neighbouring stations of Dumdum and Barrackpûr, it would be difficult to discover what desirable object was to be attained by placing another European regiment at Chinsura: perhaps we are afforded a key to the necessity in the fact of its proximity to Calcutta, ensuring its being a half-batta station for so long as half-batta shall be in force.

The barracks for the men are commodious, and calculated to contain conveniently about 700 persons; they are two stories high, and all the detached buildings, as the hospital, prison, &c., are enclosed within walls or palisading, so that it is practicable, if necessary, to keep the men within the limits of the barrack-square. This is not the case in any other quarter in this presidency (excepting of course Fort William), and I do not know that it is desirable in India: at any rate I can an-

swer for one end which results from the system of enclosure; a most abominable stench pervades the place, which is no less inconvenient to all passers by, than it is prejudicial to the health and destructive of the comfort of the inmates.

The officers' quarters are very inferior; they are not, fortunately, within the barrack-square, as we find them usually in England and Ireland: they form a line of building, one end of which rests on the river. The parade-ground, such as it is, intervenes between them and the soldiers' barracks. There is only accommodation in this range for thirteen officers, each of whom is provided with two small rooms: there are in addition two field-officers' quarters in detached houses. The remainder of the officers receive lodging allowance; married officers, of whatever rank, having a preference, as the quarters are not considered eligible for their occupation. The cantonment, which is very limited, contains merely the soldiers' and officers' barracks, the regimental bazaar, and church. The latter is small and inconvenient.

Chinsura is renowned for the manufacture of cigars: the atmosphere of the place is impregnated with tobacco; turn where you will the eyes rest upon piles of boxes, from whence issues an odour of cheroots. The filthy lanes are occupied by still filthier Portuguese mongrels, and groups of palki-bearers squatted on their hams, vying with each other in devotion to their cigars, which are merely a small quantity of tobacco rolled in a plantain leaf and tied at one end with a thread. A palki-bearer is never without one of these, either between his lips, or behind his ear, carried as a quill-driver is wont at intervals to dispose of his pen. Poultry, pariah-dogs, and loathsome objects of disease infest the roads, whilst at night myriads of frogs croak bass to the treble and tenor of jackals, which latter are at Chinsura more than usually numerous, and daring in their depredations.

Perhaps the only recommendation which Chinsura possesses as a quarter, is its proximity to Calcutta, enabling those who may feel so disposed to enjoy the public amusements of the metropolis, and what is of more importance in the enervating climate of India, to share in that stimulus to activity and exhilaration of spirits produced by mingling in the busy scenes and varied population of a commercial city, whose quays are lined by vessels from every quarter of the globe, and whose streets are peopled with almost every variety of colour, feature, and language "beneath the visiting moon." The luxuries and commodities of Europe are likewise more easily to be procured in Calcutta, and at present there is for the invalid the satisfactory knowledge that he is nearer to his home, or, at any rate, to the means of reaching it. This, however, will cease to be the case when steam-communication is established with the Mediterranean; for then it will be an object to be quartered in the upper provinces, from whence the most eligible route homewards will be across the country to Bombay, thence to embark in a steam-boat for Suez.

The route by the Red Sea is that which has always been advocated in India, where the question of steam-communication with Europe was much better understood than in England. It would seem that, wherever there is a possibility of erring, the Government chances invariably to adopt the wrong scheme, and has, of course, to pay dearly for its experience.



Amongst the *désagrémens* of Chinsura, are heat, humidity of atmosphere, inconvenience of the quarters, paucity of good houses, and exorbitant rent; an uninteresting country affording no description of sport, in addition to the blessings of half-batta, and payment in Sicca rupis. The latter evil is common to all the stations below Gazipûr: perhaps some slight explanation of this may be necessary.

Of the numerous different coinages of rupis, two were commonly current during my service in Bengal—namely, the Sicca and the Sonât, or Furruckabâd rupi. The former, which is of greater value, is the coin current in Calcutta and in the lower provinces; the latter, which is  $4\frac{1}{2}$  per cent. inferior to the Sicca rupi, is that which was in circulation at Gazipûr, and at all stations above it, or more distant from the presidency.

The *nominal* value of the Sicca rupi, or *that at which it was paid to the troops*, was 2s.  $7\frac{1}{2}$ d.; but its *real* value, as ascertained by the rate of exchange in Calcutta, varied from 1s.  $10\frac{1}{2}$ d. to 2s. 3d.

Perhaps it will scarcely be credited that the British Government has, for year after year, permitted the soldier to be thus defrauded of his hardly-earned pittance in a manner so glaringly iniquitous; but the fact is not to be disputed. Again, officers serving in India are not permitted to draw their pay through the regimental agents at home, and, consequently, a serious loss is entailed upon such as may be desirous of making a remittance to England. This act of injustice, or rather robbery, was more deeply felt prior to a recent regulation, by which officers are permitted to remit home a part of their pay proportioned to their rank in the Army, at the Company's rate of exchange for the current year.

But although the two sorts of rupis already mentioned were disbursed to the Army, their pay was always *computed* in Sonât money; and at all stations where the Sicca rupi was current, a deduction of  $4\frac{1}{2}$  per cent. was made in all payments: thus, if an officer, at his monthly visit to the regimental Paymaster, found that his abstract showed a balance of 400 Sonât rupis in his favour, the officiating cashier would forthwith tender to him 382 Sicca rupis, being a deduction of 18 rupis, or  $4\frac{1}{2}$  per cent. upon the amount of his balance. Here was a grievance of far greater weight, inasmuch as its application was much more general. The remitters of money, or those who received more rupis than they could spend, formed a very small proportion of the military community. The majority could regard this reduction, on account of the alleged superior value of the Sicca rupi, as little else than a dead loss to them. The Sonât rupi went with them just as far as the other. At Gazipûr, or any station beyond it, a Sonât rupi would purchase as much bread, or as many chicken or eggs, as a Sicca rupi would procure at Chinsura or Calcutta: again, where you paid ten, five, or four Sicca rupis, respectively, as monthly wages to your servants at one station, you merely paid the same number of Sonât rupis at another: indeed, on every occasion, as far as regards the junior branches of the Army, the Sonât was as valuable as the Sicca rupi.

Just before I left India, a new rupi was coined, and styled the Company's rupi; but as it was of less value than either of those before-mentioned, and the Indian Government was desirous of introducing it at a higher appreciation than it was entitled to, it was exceedingly un-

popular. Owing to some blundering in the arrangements for bringing it into circulation, and to the well-founded prejudice, which was entertained against it by the community at large, the new coinage was, when I left India, unknown beyond the precincts of Calcutta, and even there but rarely met with, even at the expiration of some months from its first issue. No order had then appeared for the payment of the Army in the new coin, and I am still ignorant of the result of this awkward Government contrivance.

Whilst I was at Chinsura, the Hindû festival of Churruk-pûja was celebrated on the 12th and 13th April. It is on this occasion that *soi-disant* religious enthusiasts are swung by hooks fixed in their flesh; a barbarity which has been frequently a theme for discussion. As the spot appropriated to this purpose was within half a mile of the barracks, and I had never before witnessed the ceremony closely, I determined to be present on this occasion. Guided by the throng of natives proceeding to the scene of action, I reached a small open space on the bank of the river, bounded by stone ghâts, and the garden-walls of some native dwelling-houses of a superior description. A sort of fair was held in the neighbourhood, where were exposed for sale, sweetmeats, lackered ware, and toys of every description, and innumerable clay idols, and miniature figures of the different characters of the Hindû mythology. The area appointed for the exhibition, with all the surrounding walls, ghâts, and tops of houses, were crowded with natives, men, women, and children. A number of European soldiers were present, and, I blush to add, not a few of their wives, some of them young women, came to gratify their curiosity at this disgusting spectacle. Several boats, occupied by the more wealthy natives, crowded the river. In the area were erected two lofty poles about forty yards asunder: across the top of each was laid a horizontal bar composed of bambûs bound firmly together; this bar revolved on a pivot; from either end of it depended a rope, one to which the swinger was to be attached, the other for propelling the transverse bar, the latter being of sufficient length to enable several men to lay on.

After considerable delay, amidst a terrific din of *tomtoms* and shouting, a man was brought out on the shoulders of his friends. He was a hideous object: lean and emaciated; filthy beyond description; nearly naked; his face and body smeared with white and yellow ochre; his hair, of which he had an enormous quantity, twisted like a rope round his head, and within the folds was fastened the representation of a Cobra di Capella rearing its head with expanded hood.

The feet of this poor wretch were bound together by a cloth: a bandage was likewise fastened tightly round each leg above the knee. At the upper edge of each bandage, an iron hook four or five inches long was now passed through the flesh of each leg, but so managed that the chief strain, when supporting the body, should fall upon the bandage in which the hooks caught after passing through the flesh: the hooks were each provided with a loop. A man, hoisted on the shoulders of another, now seized the shorter rope pendant from the transverse bar, and, *first passing it twice round the cloth connecting the swinger's feet*; he drew up the end and attached it to the loops of the two hooks: thus the pressure or strain upon the hooks was lessened, first by the cloth round the feet, and secondly by the bandages round the leg near the

points where the hooks were introduced. The other rope was now manned by eight or ten persons, and the signal of readiness being given, they commenced racing round the upright pole, which soon gave the swinger an elevation of between thirty and forty feet. The usual method is to be swung by the back; but this man, being an austere devotee, or perhaps better paid than the rest, hung with his head down, the hooks in his legs. He seemed to suffer but little, for he spoke frequently; and once or twice, when those who were propelling him flagged in their pace, he urged them to proceed. He continued swinging for upwards of five minutes, when he was taken down and carried away. The man who succeeded him was swung in the ordinary manner. Two iron hooks were passed through the flesh of his back, between or a little below the shoulder-blades. A stout cloth bandage was tied round his body across the chest, *in which the hooks caught*, and this supported almost the whole weight of the person; still as he swung past me I observed that there was a strain upon the flesh, for it was drawn up and stretched from his back by the hooks. This man took up with him a hand punkah, with which he continued to fan himself with the utmost *nonchalance*, talking and joking as if very agreeably situated. He had a wallet over his shoulder, from which he now and then extracted *pān*, fruit, &c., and threw it amongst the crowd, by whom it was eagerly scrambled for. He remained up a longer time, and was propelled with greater velocity than the other. It seemed astonishing that he could find breath to shout, or that he could for so long a time endure the pressure of the bandage upon his chest, even allowing for the support which he derived from the rapidity of his rotatory motion through the air. I saw two others swing in the same way: they all appeared to be occupied in prayer for the first two or three revolutions, after which their attention was bestowed on the crowd of bystanders. It is truly a most barbarous and disgusting spectacle. In regard to the pain experienced, it is probably much overrated by those who have never witnessed the Churruk-pūja: very little of the weight of the body is sustained by anything but the cloth bandage, so that there remains nothing but the first infliction of the wound, the passing of the hooks through the flesh; and this is perhaps felt less than might be imagined, for on examining the backs of those who were about to undergo the operation, it appeared to me that the part had been in some measure prepared. The skin, for a space as large as the palm of the hand, had an unhealthy glossy appearance, as if inflammation had been induced by friction or stimulating applications. When the hooks are about to be introduced, the man is thrown down on his belly, where he is held by several others who resist his struggles, whilst one or two individuals expert at the business pass the hooks under the skin and as much of the flesh as may seem necessary. Thus it appears that there is more of humbug in this exhibition than is usually thought in Europe, or even in India, by those who have not been eye-witnesses.

Still it is disgraceful for a nation pretending to civilization to tolerate such a practice. If Government considered it a duty which they owed to humanity to suppress the Suttī, it is equally incumbent on them to forbid the Churruk-pūja; for here is a practice senseless in itself, and beastly to behold, celebrated yearly, and publicly notified in the almanack. In the Suttī, where a widow would fain testify to the world that in losing

her husband she had lost all that she valued on earth, and by immolating herself hoped to rejoin him in a future state, there was something of romance in the idea, however erroneous and exaggerated, and at any rate the sufferer did not torture herself from mercenary motives; but it is far otherwise in the Churruk-pûja, where the same disgusting scenes are annually enacted by probably the same individuals, during a space of two entire days. From the careless levity of the spectators, and the degraded condition of the actors, I incline to the belief, that there is no longer, even amongst themselves, any religious merit attached to the performance of the ceremony, and that it has no object at present beyond the extracting money from the pockets of wealthy savages, to enable a few of the most brutalized of the human race, the very dregs of the population of India, to exist in idleness for eleven months of the year. The Churruk-pûja is the harvest of the lazy and filthy fukîr.

The festival which is celebrated in Calcutta with the greatest pomp and splendour is that of the Dûrga-pûja, or worship of Dûrga, the most esteemed amongst the Hindû goddesses. On this occasion, all the opulent natives give entertainments on an extensive scale. Those of rank or respectability endeavour to secure as guests such Europeans as they may be acquainted with; and I regret to say, that hitherto individuals holding the highest appointments, both civil and military, have been induced to sanction, and encourage by their presence, these scenes of senseless extravagance, where vast sums of money are lavished upon the most tiresome and the least intellectual of amusements. Eating, drinking, and the nâch are the only attractions held out at these revels. On the other hand, in addition to the moral objection to perpetuating these orgies, the drawbacks to partaking in them are the mixed nature of the company, excessive heat, foul smells, dirt, and intolerable noise. Whilst these places are crowded, the Italian opera languishes, concerts are thinly attended, and the drama in vain claims that support to which it is justly entitled; literature, alone, undeterred by difficulties, moves on with slow but certain steps in the East.

It is sincerely to be hoped that ere long the nâches, and other similar entertainments of rich natives, will cease to be frequented by any except their own countrymen, and that more plebeian portions of the European and Eurasian community, who are debarred, by pecuniary considerations, from access to the public amusements of Calcutta, and who have scarcely a substitute for the "dignity balls" of the West Indies. True it is, that something in that style is attempted, but I fear that those festive scenes are devoid of the harmless frolic and genuine humour which season the homeliness of the "dignity ball."

Occasionally a Calcutta paper contains an advertisement to the effect that Mr. Higgs, or Mrs. Ramsbottom, or some such worthy, will give a grand masked ball at his or her house in Casitallah, or any other less respectable quarter:—"tickets of admission, three rupis each—masks, dominos, and fancy dresses to be procured on the premises."

An inquisitive stranger may perhaps feel an inclination to gratify his curiosity as to the style of entertainment, and the calibre of the guests who honour it with their presence. In such case he might, at nine or ten o'clock in the evening, induct himself into a palanquin, and hie him to the scene of action; and, if a prudent man, he will not fail to have brought, as his companion a small switch, not much more than half as

thick as his wrist. On obtaining admittance he will glide into an ante-room, where an accommodating attendant will, for a consideration of two rupis, purvey unto him a mask and domino.

Ascending to the ball-room, he will find it lighted by a profusion of tallow candles in lustres and girandoles, and furnished with green baize benches, and a varied assortment of chairs, probably purchased separately, at as many auctions (or "outcries" to use the Anglo-Indian term) as there may be chairs in the room. The music will consist of two violins, a tambourine, and, if you are in luck, a triangle will be added thereto. The performers, like all wandering minstrels, will, to a certainty, be deaf, blind, or lame.

I have spoken of the lighting, furniture, and music; it now only remains to notice the company; and a goodly one it is. The majority consists of half-caste clerks, and the lowest *uncovenanted* servants of the Honourable Company, fancy-men, and other ornaments of the Calcutta "punch-houses," with a liberal contribution of mates and apprentices from the merchant ships in port. Curiosity has perhaps attracted in disguise a stray writer, or youthful tyro in the civil service, and probably an adventurous Ensign, or hair-brained Cadet from the South Barracks, all well satisfied that they are clothed in an impenetrable incognito. Of the females who enliven this select coterie, I must in justice say, that they are exactly in the sphere which they are alone calculated to grace and adorn. The fun now grows fast and furious; quadrille and boisterous country-dance (here unexploded) succeed each other with exhausting rapidity. In these happy regions flirtations are briskly carried on, unfettered by the Argus eyes of cautious mammas or veteran chaperons; the only *contretemps* arising from the mischievousness and impudence of some aspiring son of Mars, who pertinaciously provokes the black looks and angry mutterings of an enamoured quill-driver.

At length appears the host, a red-faced individual, with lank hair, and a corpulent person, who might be mistaken indiscriminately for a retired prize-fighter, or a *ci-devant* proprietor of a disreputable ham and beef shop. This prepossessing specimen of the "genus homo" perpetrates his best bow, and informs the "ladies and gen'im'n" that supper is ready.

Hereupon ensues a scramble towards that apartment where entertainment hath been amply provided for the *convives*. Seats being taken, and order in some degree restored, there is a call by some presiding plebeian, a would-be *arbiter elegantiarum*, for the "gentlemen to be pleased to remove their masks"—a measure intended, I suppose, as a sort of test of the respectability of the company. This condition, however, is resisted by some scrupulous sprig of Calcutta aristocracy, who shudders at the possibility of recognition, whereupon every symptom of a row presents itself, until the voracity of the proposer and his canaille supporters induces them to yield the point, rather than see the supper devoured before their eyes by that wiser section of the guests who have taken no part in the dispute, prompted by a judicious resolution to employ their teeth rather than their tongue.

Now the work of demolition proceeds in good earnest. An interesting-looking animal in a blue jacket bedizened with tawdry lace, who chances to be your *vis-à-vis* at table, begs that he may "ave the honour

of elping you to a little am," coaxing you to compliance by an assurance that it shall be cut "very thin."

Meantime the fair object of his attentions, seated at his side, is discussing with silent rapidity a plateful of cold tongue, with the unusual adjunct of blancmange, a novel mixture, which she has either approved by experience, or, more probably, is induced to adopt from an apprehension of having no time to attack each separately: laboriously plying her knife and fork, her eyes are greedily scanning the dainties set before her, whilst her corkscrew ringlets wanton alternately on her neighbour's plate, or in the frothy head of a tumbler of Hodgson's pale ale which flanks her.

Turning short round to your right, you find an ill-washed individual, whose extraordinary taciturnity had caused you to overlook his proximity. This worthy with dingy linen, and hair lubricated with perspiration, grasps in a tar-stained hand a custard-glass, the contents of which he is transferring to his unsophisticated palate, through the friendly medium of a steel table-knife, reckless of the apparently almost inevitable result of enlarging his mouth by a couple of inches.

The din of talking steadily strengthens into bawling and shouting, aided by the clattering of knives, the ringing of glasses, popping of corks, and thunder of soda-water. One of the party becomes inspired with an unconquerable desire to sing; another is afflicted with a mania for speech-making; some become quarrelsome, and many sleepy. Now all those who are desirous of avoiding collision with the police withdraw from this bacchanalian scene, and the orgies are terminated in a manner befitting their origin and process.

I find that I have again wandered back to Calcutta, after a ramble of many hundred miles into the interior, and having commenced my narrative with my departure from the isle of fog and freedom, I gladly hasten towards that period when the skeleton of our corps, the few fortunate survivors, bade adieu to the enervating climate of the East, and to the graves of some hundreds of their comrades.

Regret, however, was not unmingled with our joy on this occasion: at least I freely acknowledge that my feelings were of a mingled nature, although pleasurable sensations were greatly predominant.

I believe that we seldom quit any scenes with which we have become familiarized, or leave any place which we have inhabited for a few months, however numerous the disagreeables and inconveniences which may have obtruded themselves upon us during our sojourn, without a feeling of regret being awakened within us at the moment of parting.

Even when preparing to vacate the scanty seven-feet-square cabin which has been the scene of our discontent during the weary five months of a sea voyage, a passing cloud of sadness will overshadow our spirits, and prompt us to contrast for a moment the uncertainty of the future with the realities of the past.

*Mais revenons à nos moutons.*—That event, so long looked for, and so anxiously expected, so favourite a topic for our discussion,—I mean the volunteering of the regiment,—at length crowned our hopes. Now, each individual hurried to the orderly-room, or crowded round the adjutant, to feast his eyes on the welcome document which contained the instructions for this preliminary to embarkation: well thumbed, I wot, was that half-sheet of foolscap. Now, supernumerary Lieutenants

looked blank, and regimental *koi-hais* became uneasy and dubious whether to go or stay: now, gigs and horses were drugs in the market; for all would be sellers, and buyers there were none. Every one was poating off to Calcutta to provide himself with sea-stock, and all the *durzis*\* in the station were working their fingers down to stumps, in making, mending, patching, and cobbling the superannuated accumulations of the wardrobe, which had been reserved for this long-anticipated occasion.

On the merits of the volunteering system a difference of opinion may exist. I believe some pseudo-philanthropists object to encouraging, or as they say, enticing soldiers to remain in India, instead of bringing them home, to discharge them on a miserable pittance, wherewith to enjoy the "*otium cum digging-a-taty*." On this score I would only remark, if the soldier's feelings are to be consulted, let the appeal be made to himself for a decision, and I will venture to say that voices would be almost unanimous in favour of volunteering. The withholding this indulgence, as it is usually deemed, would cause general dissatisfaction. The average number of volunteers from a regiment under orders to return to Europe is about three-fourths of the whole strength, including men of all varieties of character and service. A bounty of 3*l.* is given to all soldiers of good character who determine upon prolonging their service in India: this operates as an inducement to some few, but the majority of volunteers are men past the prime of life, who have had experience of a soldier's duties both at home and abroad, and feel themselves more fitted, from their habits, for the latter than the former.

Those who are habitual drunkards make a point of remaining in India, as likewise do the lazy, the thoughtless, and those worthies who foresee the certainty of drumming out, as the termination of their military career, were their lot cast in England. But the volunteering system is not regarded as a boon merely by the worthless and indifferent characters. Few regiments leave India without losing, by this means, some of their best men. Good non-commissioned officers are proverbially scarce in the Service, and in India, more particularly, the want of them is felt. The relieving regiment is always glad to receive any individuals of this class, especially pay-serjeants conversant with Indian customs and routine of business. These latter are well aware of their own value, and although, in volunteering, they sacrifice the rank they hold in their old regiment, they do not hesitate to adopt that step, in the confidence that a few months, at the latest, will find them occupying a similar position in the corps for which they may have volunteered. Young men of steady habits, likewise, swell the numbers of the volunteers, from a well-founded belief that their promotion will be more rapid in India than at home. All those who have formed *liaisons* with native or half-caste women decline returning to Europe, as indeed do married men, with scarcely any exceptions; the allowance of eight *rupis per mensem* for a wife, and four for each child, being an allurement too tempting to be withstood. The women themselves, too, are little dis-

\* *Durzi*, a native tailor, who unites in his own person the duties of milliner and mantua-maker, staymaker and embroiderer, sempstress, tailor, and breeches-maker: these departments, and indeed every other connected with the needle, thimble, and shears, are, in India, monopolized by the lords of the creation.

posed to exchange their present life of ease and idleness for labour and privation at home, or to become domestic drudges, after having been attended upon by others. They accordingly exert such peculiar persuasive arguments as experience has taught them to be most efficacious in their respective cases; which exertions, according to general opinion, and the most approved authorities, are usually crowned with ultimate success.

Thus the volunteers comprise men of all classes. The system works well, for, whilst it purges the relieved regiment of some incorrigible drunkards, who soon terminate their worthless career in India, it, on the other hand, supplies deficiencies in the relieving corps, which could not otherwise be filled up. The period during which the volunteering is going forward is a season of riot and dissipation: with the best of measures, the restraints of discipline are almost set at defiance. Formerly this term of licentiousness was prolonged for an unnecessary length of time, but in latter instances it has been limited to three days, with perhaps an additional day or two at appropriate intervals. This proved a most salutary reform, for the end was equally well accomplished, at a saving of much trouble and irregularity.

It is curious to observe, during the volunteering, the prejudices and partialities exhibited by the men towards the different regiments which are open for their choice. Their knowledge of each is ample, and extends to the minutest details; the official character of the commanding officer and his subordinates; the scale of punishments, the management of the regimental funds, the interior economy of companies, &c. &c. Thus the relative numbers and character of the volunteers which each regiment receives afford some clue as to the system which prevails in it. Some allowances or exceptions must, of course, be made, for solitary instances of men wishing to join relatives, or of a more numerous class who are biassed in their choice by the sole consideration of going to that regiment which they fancy will be one of the first to return to England, and thus afford them an early opportunity of again pocketing 3*l.* to defray the expenses of another glorious booze. Setting these aside, however, the position I have stated holds good. At any rate, I know that our reprobates mostly went one way, whether in hopes of meeting with congenial spirits, or with lenient treatment, I know not.

Our ranks having been thus thinned, tonnage was soon provided for the remainder, who were in due time embarked on board a steamer, and from thence transferred to a vessel at the Sand Heads, selected to restore the exiles to their home. With that welcome word I now throw aside my pen.

In conclusion, I venture to express a hope that there are many who, like myself, still continue to feel an interest in India and all matters connected with the welfare of the military in that quarter of the globe. Perhaps they will join with me in the wish that others may from time to time come forward to chronicle such changes for better or for worse as may be introduced in the military administration of India, and to impart generally information which may chance to be entertaining, and can scarcely fail to be useful, whilst so large a portion of our army is doomed to a temporary expatriation in the Eastern Empire.

BARBAROSSA.



## THE DRUMSTICK CLUB; OR, SKETCHES OF NAVAL LIFE.

## No. X.

"GENTLEMEN," said the Admiral, displaying a letter, "I have here an earnest solicitation—a manly appeal to your generosity, from a brother-officer, whom, I dare say, most of you remember—I mean Lieutenant B——, who was for so many years first of the ——, and, I believe, may be looked upon as the oldest First-Lieutenant in the Service. With a wife and nine children, B—— has been struggling to keep his head above water; and by this letter it appears he had incurred responsibilities for a vessel he fitted out to make a voyage to Rio Janeiro. This vessel was unfortunately wrecked, and though insured, through some technical omission the underwriters refused to answer the claim made upon them. An action at law has been commenced; but in the mean time poor B—— has been arrested and thrown into the King's Bench, and his family are reduced to considerable distress. He has addressed this memorial to me. I remember him, as probably most of you do, an active, enterprising officer; but, through some connection with the affair of Admiral Byng (if I don't mistake, his father was a Lieutenant in the ——), he has been unable to obtain promotion. In acts of humanity, Gentlemen, I know you would feel hurt if I did not give you an opportunity with myself to exercise your kind feelings, and, therefore, I have stated the facts. There is my contribution," laying down a 20*l.* note, "and now I leave it in your hands. By the way, our friend Jolly and he were shipmates; but the Marine has not yet arrived, though, I dare say, he will not be long absent."

In the course of a few minutes a very handsome subscription was raised, and by the whispers amongst the subordinates it was very evident that they also were clubbing together, though they did not presume to mix themselves up with their superiors, who were inquiring the best mode of forwarding the amount, and were informed by the Admiral that a messenger was then waiting in the bar.

At this moment their attention was excited by a scuffling and noise in the passage, and Jolly's voice was heard above the confusion shouting—"Bring him along, Corporal—fall in his rear, Buffstick—guard your prisoner well—quick march." The door was thrown open, and in walked the Marine officer, followed by the Corporal, who with one hand grasped a shabby-genteel-looking man by the collar, and with the other held a very fair-sized kitchen-poker; behind him appeared Buffstick, shouldering a heavy wooden door-bar; and by his side came honest Joe, the landlord, poising arms with a highly-polished spit. When they had reached the middle of the room, "Halt!" exclaimed Mr. Jolly, and the whole came to a stand-still; "Front!" cried the Marine officer, and a line was immediately formed right before the Admiral.

"What have we here, Mr. Jolly?" inquired the Admiral. "You have made a capture, it seems."

"I have, Admiral," returned Jolly, giving the salute with his walking-cane; "he is a land-shark, a pirate, an impostor." The prisoner smiled.

"Anybody as has eyes may see he's an impostume, Harry," whis-

pered Starnboard to his companion; "he looks like a Methody parson on half-pay—three farthings a-year, and draws it quarterly."

"What offence has he committed?" demanded the Admiral; "what charges have you to bring against him?"

"Had we not better proceed *secundum artem*?" inquired Hatchitt; "let us form a Court-martial, and try the lubber."

"We have no right to trifle with serious matters, Captain Hatchitt," responded the veteran chief; "the law, with all its forms, should never be treated with disrespect."

"But there's such a thing as *Club* law, Admiral," persevered Hatchitt. "For my part, I'd hammer the fellow to death with devil'd drumsticks first, and then bring him to trial afterwards; it's easy to be seen that he's a pickpocket. Isn't that the case, sodger?"

"In one sense, it most certainly is the case," replied the Marine officer; "he is a pickpocket of the worst description." The prisoner bowed in token of thanks for the compliment. "You remember Lieutenant B——, Admiral?"

"Aye, aye, poor fellow," returned the veteran, "I do remember him well. Here is a letter I have just received from him."

"Pray, favour me," said Jolly, screwing up his features to a rueful grin as he received it; a moment's glance appeared to satisfy him. "The facts, I dare say, are correctly stated: and have you complied with his request?"

"We have subscribed a small sum," replied the Admiral, showing a pile of notes and gold; "and only waited for you to contribute, that we might forward it, as desired, by the messenger."

"And where is your messenger?" asked Jolly, in a tone somewhat between ridicule and anger.

"Behold him here!" exclaimed honest Joe, who still kept his polished spit poised in his left hand, as with a theatrical flourish of his right he directed their attention to the prisoner, whose eyes were steadily fixed upon the money as it lay exposed upon the table. What his thoughts were may easily be guessed.

"A few words, Admiral, will suffice to explain all," said the Marine officer. "This rascal called upon me three or four days ago with a letter from Lieutenant B——, no doubt similar to this. I gave him something for immediate exigency, and he departed; but as my mind was uneasy about my old messmate, I went the next day to the King's Bench, and poor B——, for he was actually there, was ready to sink into the earth with shame at being seen in such circumstances. I mentioned the way in which I had heard of his situation, and learned that he had written no such letter—had authorized no such application—nor had he received any money. He suspected, however, that the whole was the contrivance of a fellow who frequented the prison to draw up petitions, write letters, and carry messages for the debtors. On entering the house this day, I saw my gentleman here sitting in the bar. At first he disclaimed the honour of my acquaintance; but understanding from Joe what was going on, I have taken the liberty, Admiral, of introducing him to the Club."

"This may be amusement to you, gentlemen," said the prisoner, "but you have no legal right to detain me thus, and, depend upon it, I shall bring my action against you all."

"D—n his eyes," whispered Starnboard, "but he must be a bould 'un to bring us all to action, anyhow."

"It is a gross case of villanous fraud," uttered the indignant Admiral. "The scoundrel has got hold of the poor fellow's tale of distress, and uses it for the purposes of plunder. D—n his heart, do what you like with him."

"I am sorry that it has happened so, gentlemen," said the prisoner, beseechingly. "I have not obtained anything from you, and I trust you will suffer me to go at large."

"He's one of those pests to society, a pettyfogging lawyer," exclaimed Jolly, with a strong emphasis of contempt.

"A caste I utterly abominate," said Hatchitt, jumping up from his chair. "Come, lads, bring him along; we must try and cleanse him of his sins."

The prisoner became alarmed, but still affected to bluster. "Yes, I am in the law," said he, "and therefore know that you have no right to do anything else with me than deliver me up to the *civil* power."

"Hold your thief's tongue!" exclaimed old Starnboard, catching him roughly by the collar; "arn't you in *civil* hands already?—and as for power, I'm thinking there won't be need of much on it to manhandle such a lubber as you."

"Remember, I protest against any ill treatment, and I call you all to witness," said the prisoner, haughtily; but finding it produced no effect, he suddenly became abject, and earnestly implored to be liberated, as they forced him from the room, most of the members joining in the procession.

"And poor B—— is really in distress?" said the Admiral, inquiringly.

"He is indeed," replied the Marine officer; "but he was too proud to make his distresses known; and that rascal would have preyed upon them for his own advantage."

"The villain!" uttered most of the indignant members who remained. "Such wretches merit the severest punishment."

"In this case, however," said the Admiral, "good will come out of evil. Poor B——'s family will be relieved, and we are indebted to the fellow for making us acquainted with the facts."

"They will give him a receipt in full for the obleegation," observed Mr. Bruce, "or I'm vera much mistaken."

"I hope they will not do him any serious injury," said the Admiral; "both Hatchitt and Bobstay are rather wild and extravagant in their notions of justice."

"You may safely trust them, I think, Admiral," remarked Captain Longsplice; "though what they mean to be at I really cannot conjecture."

"To ma theenking, they'll just deevil him," said Mr. Bruce. "Joe had the speet thing aw ready."

"Stand from under!" shouted a stentorian voice (which they knew to be Bobstay's) from a projecting balcony attached to the roof of the house, and a dark mass flew like lightning in its descent into the Thames, it being near high water.

"My God!" exclaimed the Admiral, "they're drowning the man." He ran hastily to the window, thrust out his head, and was immediately

knocked back again by a sudden concussion, through coming in contact with the re-ascending body as it was run up to the balcony. Out went Bruce's head, prompted by curiosity to look up, when bang came the fellow down again, giving the retired purser a severe crack, and carrying off his well powdered wig into the stream. "Ma conscience!" groaned he, "but he's stole ma best caxon."

By this time the whole river was alive with wherries: the pensioners thronged the terrace, and as the pettyfogger was again run up to the balcony, cheers and shouts of laughter shook the air. The whole of the company aloft were well known, and had been immediately recognised; and the watermen, as they saw Joe brandishing his spit, and heard Harry Helm's call as he piped "sway away," suspected some fun was going forward, though ignorant of its nature, except the burial and resurrection of the unfortunate lawyer. "Ma wig! ma wig!" shouted the bald-headed purser to one of them. "Eh, mon, will ye have the goodness just to fish for ma wig?"

"Vy, he's got it on him," answered the waterman; and this was the fact, for the wig most certainly had fixed itself back part before upon the lawyer's head, though in what way this had been effected must ever remain a mystery.

"How am you, my hearty?" said Harry Helm to the half-drowned wretch, as he hung suspended by a running bowline which had been passed round his body under his arms, and the other part rove through the sheave-hole at the extremity of a crane, the water streaming from him in showers. "How am you, my hearty?" and Harry swung him round, to the great mirth of the spectators. "You seem to have had enough on it this bout, but take care you don't—There, belay your jawing gear, you lubber," for the cheat began to implore for mercy, "or down you go again. Sway away a little higher, shipmates—there, high enough." Harry and old Starnboard seized him by the collar. "Lower! lower handsomely—let go of all!" and the lawyer stood once more in safety. A glass of brandy was given him to mix internally with the water he had swallowed; he was then turned adrift out at the door, where a mob had collected, through which he rushed. A chase commenced—mud and missiles flew—till at length he fell into the hands of the police, who saved him from further fury at the expense of his freedom. The affair became known, he was carried before the magistrates, and subsequently committed to take his trial for the fraud on Mr. Jolly.

After the summary punishment that has been described, the members re-assembled in the Club-room, and when order and tranquillity were restored, and the purser had suspended his wig to dry, Captain Long-splice resumed his narration of the adventures of

POOR NED.

"My last (said the gallant Captain) left old Will and Ned secretly entering the sleeping-place of the latter; and before I proceed further, it will be necessary to describe the locality. The housekeeper's sitting-room formed part of a division between the suites of apartments, so as to separate the day-rooms from the bed-chambers; and directly opposite to the door at which Will had knocked was another that opened into a passage leading to the sleeping-rooms of visitors, and a private staircase

to the dormitories of the servants. It was to gain this passage that Ned had brought old Will round. The room they were in had formerly been a very large one, but a panelled wainscoting had been run across it so as to divide it into two, and the one next to Ned's was the housekeeper's bed-room. The words 'robbery and murder,' which the lad had uttered, caused the steward to stand motionless for a few seconds, when he distinctly heard a whispering; and noiselessly applying his ear to the partition, he distinguished the well-known voice (though scarcely above a whisper) of Mrs. Maxwell in conversation with a man.

"'It must be done to-night, then,' said the hoarser voice. 'I would not miss such a glorious haul to be made a Pope. Why, 'twill set you up for a lady through the rest o' your days.'

"'In mercy—in pity spare me!' replied the female, speaking equally low. 'You know that suspicion must and will point at me, and how am I to escape?'

"'D—d folly!' returned her companion, pettishly. 'The plate and valuables are carried off to-night—good.' Ned gave old Will a pinch. 'What are you to know anything about it when you gets your discharge in the morning? Well, they sarches your boxes, and finds no swag; what can they do with you then?'

"'Oh, I do not know! I do not know!' uttered the female, in tones of distress. 'I see that I am on the brink of utter ruin. Those heavy stone walls I once saw again rise up before my eyes, and you, who through life ought to have been my protector and my guide, are urging me onwards to destruction. I cannot endure the thought. Robert, Robert, forbear, or I shall be induced to do that which will place your very life in jeopardy.'

"'Gammon!' ejaculated the man; 'you'd never do no such thing: and arter all you've no objections to spite 'em by the crack; its onely the fear o' being found out that frightens you. Now, ask yourself the question as to how the case stands? Here am I, your lawful married husband, forced to quit the country. Well, you hide me here away from the traps (Ned gave Will another pinch), and not a soul living besides yourself knows whereabouts I am. To-morrow morning you will have to leave this, but, in course, I must mizzle to-night, and what hinders my taking advantage of the opportunity to secure a few odds and ends for our future maintenance in peace and quiet? I shall go over to a snug crib in Ireland; you can follow me there, and we may live all the rest of our days in comfortable retirement.'

"'Such a prospect is, indeed, tempting,' said the housekeeper; 'but I dare not cherish the hope of its being realized.'

"'But I'm sure you may,' urged the man; 'it's all within your own grasp,—if you don't make a fool of yourself.'

"'Yet, suppose you should be detected,' argued the female; 'oh, what would then come upon us,—infamy and disgrace to me, and perhaps death to you; and, notwithstanding all the injuries you have heaped upon me, Robert, my heart still remembers so much of its first regard, that I cannot—cannot contemplate such a thing without shuddering. Take all my money, Robert; go where you please; I will come to you, work for you—do anything but rob, or assist you in that which may bring you to a malefactor's end.'

"'All stuff and nonsense, Susan,' rejoined the man, persuasively;

'what's the use of having great folks for relations, if they can't help a poor devil out at a pinch? It would sound well in their ears—the voices of the flying stationers crying about the last dying speech and confession of Robert Waxwell—(Ned nudged old Will)—nevey in law to the Earl of ——. No, no, Susan; though they did cast us adrift to feel the attacks of poverty, yet they wouldn't like the dying speech, depend upon it. We might have starved, or been d—d, for what they cared; it neither affected their character nor their comfort; but to be pointed at in public, and whispered at in private, as near relatives of the man who was hung; no, no, they'll never let it come to that.'

"'But there are minor punishments, Robert,' urged the female, 'and to be transported for life—oh! horrible.'

"'There's no fear, old girl, only you do as I bid you,' returned the man; 'I have had one seven years at botanizing, and know the seed the gallows grows from; besides, arn't I in for it already? That last do is enough to send me over the herring-pond, at least if I'm caught, and we may as well have a sheep as a lamb whilst we are about it. Now, mind, Susan, what I say; does that old sea-badger, the Steward, as they call him, sleep sound?' Will clinched his fist, and compressed his lips.

"'I cannot tell, Robert,' replied the female; 'I have been told that none enjoy sweeter repose than sailors; probably from their having quiet consciences—'

"'D—n! you do well to taunt me,' interrupted the man; 'but why should they have quiet consciences? merely because their robberies are legalized; show 'em a church, and tell 'em it belongs to the enemy; they won't stand very nice about the plate being consecrated. So sailors sleep sound, do they?'

"'I did not mean to offend you, Robert,' pleaded the female; 'I merely repeated what I have heard from others, that sailors do sleep sound; but then the smallest noise awakes them, and they recover their faculties on the instant.'

"'Humph!' ejaculated the man; 'does this old sea-dragon carry the keys about with him, or where are they deposited at night?'

"'I do not know, Robert,' replied the female; 'but I believe he keeps them in his possession.'

"'Then you must get them,' returned the man; 'go to his room, and if he wakes plead any excuse; or, stop, that will not do; I have a few keys with me that I will first make trial of; one is a master-key, that I make no doubt will do its office, and if not—pshaw, the swag's my own; I shall clear all. But is there no nick-nack from the East—no jewellery—no cash?'

"'The Captain has an ivory cabinet in his bed-room, which I believe is very valuable,' answered the woman; 'but he has pistols constantly at hand, so that any attempt to get it would be very dangerous.'

"'B—t his pistols; he can't see in the dark,' argued the man; 'we will go together. I will be ready to grapple with him, should he awake, whilst you walk off with the cabinet.'

"'It is a hazardous thing, Robert,' remonstrated the housekeeper; 'and I have no courage to undertake it. My grandfather was among the nobles of the land—'

"'And his grandchildren have driven you into obscurity—aye, even

to penury and want, except what is worse to a proud spirit—the humiliation of dependence,’ interrupted the man. ‘It is useless to contend with destiny. Mark me well, Susan—for many years we have been parted—you loved me once—’

“ ‘God knows how fervently and faithfully,’ said the housekeeper, interrupting in her turn, ‘I was born in the house of rank and riches ; I was bred in the lap of luxury ; yet I sacrificed all for you, Robert, and have sat down with a cheerful heart to a crust of dry bread, because I was happy with you.’

“ ‘Enough of that,’ hastily exclaimed the man ; ‘you will have to return to your crust, but it will not be dry this time ; for if you reject my counsel you will moisten it with your tears. I must away before another hour has elapsed, and you will, perhaps, see me no more, for I cannot believe you have forgiven the past, if you refuse to sweeten the future. Now attend,—I shall carry with me all I can lay hands on—plate, ivory cabinet—all. You must remain ; and should suspicion be excited against you, why you can stand the test. A trusty friend shall give you information where I am to be found ; you can come to me as soon as it will be safe to do so.’

“ ‘But how will you manage about the street-door ; which way will it appear that the house has been entered ?’ inquired the female.

“ ‘The boy,’ exclaimed the man—‘the boy—he must be gagged and carried off, (Ned pinched Will’s arm) ; it will then be supposed that he has let in some of his old associates, and after robbing the house has decamped with them ; it will be a lesson to the Captain to take in beggars again. Come, Susan, are you determined ?’

“ ‘May I rely upon you, Robert, that you will not again abandon me ?’ asked the woman.

“ ‘If you doubt me,’ returned the man, ‘let me escape at once, but assuredly I do not go without something in my hands, so that it will be precisely the same thing in the end. You had better trust to me, Susan, and we have no time to lose.’

“ ‘Well then, Robert, I will once more confide in you,’ rejoined the housekeeper ; ‘and peril even life to satisfy you.’

“ ‘To the Captain’s room then,—or, stop, let us collect all we can together first,’ said the man. ‘Take the dark lantern ; we will see if the boy still sleeps.’

“ This was the signal for Ned to creep silently into his bed, and old Will crawled equally noiseless beneath it. They had left the door of the room open, and Mrs. Waxwell knew that it had been closed when she went to her own apartment. ‘Stop Robert,’ whispered she, ‘some one has been here.’

“ He paused a moment, and then uttered, ‘It is too late to recede. I have two powerful inducements with me to make a man keep a secret,’ and he drew forth a dagger-like knife, with a shining blade, and a pocket-pistol. Ned laid perfectly still as Mrs. Waxwell approached the bed, but he manifested symptoms of being disturbed as she held the light over his eyes, and so well did he act his part, that they both felt convinced he had been sleeping, and they had nothing to apprehend from him. Old Will expected every moment they would discover him, but they quitted the apartment, passed through the housekeeper’s sitting-room, and descended to the pantry. ‘Now for it,’ whispered Ned, ‘do

you go to the Captain, and awake him, so as to be ready; I'll dog them narrowly if I can find the way, and I know it pretty well, through playing to-day with Maria at hide and seek.'

"Old Will went instantly to his Commander (who at a touch awoke), and apprized him of what was going on. The veteran immediately arose, grasped his pistols, and then laid himself down again in bed to await the result. A few minutes elapsed, and Ned cautiously entered to give notice of their approach; the footsteps fell so lightly that they could not be heard. There was a slight rustling as Mrs. Waxwell seized the cabinet and turned to retreat, when suddenly a full blaze of light fell upon the figure of the man as he stood near the bed-side, and the next instant he was felled to the ground by a blow from a heavy iron-bar, wielded with all the strength old Will could muster. Mrs. Waxwell rushed to the door, but it was closed and locked. The robber, though fallen, was not stunned; he presented his pistol towards the lantern—the only object he could clearly see. Will aimed to knock it from his hand, but merely struck the muzzle; there was a flash, a report, a loud shriek, and the housekeeper fell heavily on the floor. Maddened to desperation, the robber sprang from the ground just as the Captain was quitting his bed; the bright knife of the former glistened in his hand, and he seemed to be gathering all his energy to make one final plunge, when the dark shade was closed over the light, but the very next moment dashed in full refulgence right in the robber's face; it dazzled his eyes,—he struck out with his weapon, and at the very instant that a ball from the Captain's pistol struck the robber's head, poor Ned fell at full length severely wounded, the light was extinguished, and they were left in utter darkness.

"A loud knocking was heard at the street-door—the bell was rung with vehemence—the terrified servants looked from the windows, and there stood a carriage, whilst on the front steps were a little girl and a footman, the former wringing her hands and calling upon her 'uncle'; the latter incessantly applying himself to the knocker and the bell. The whole house was in one state of confusion; the frightened servants, alarmed at the firing, did not dare to go down; the Captain's bell chimed in with the house bell. Old Will was not aware of the state of the robber, and therefore would not leave his master as he supposed in peril; the woman lay piteously groaning near the door, and poor Ned, in a state of helplessness, was crushed down beneath the weight of the robber who had fallen on him. At length the Captain, by means of a phosphorus-box, obtained a light; he removed the incumbance from the wounded boy; the key of the door was found in his hand; the inanimate housekeeper was dragged from the entrance; the door was opened, and poor Maria, her white dress soaked with blood, rushed in, screaming to her uncle, one of the footmen having mustered courage enough to descend and give her admission.

"Such a spectacle was well calculated to excite the extreme of terror in the breast of a child, but Maria seemed not to heed it. She flew to the Captain. 'Oh, uncle, uncle! come with me! do come with me! they have killed papa.'

"'Great God!' ejaculated the Captain, 'what can all this mean? Compose yourself, my love; what has happened to your father?'

"'Oh, uncle, make haste! don't stay to dress,' urged the child; 'papa is dying—they cannot save him.'



"The servants now came pouring into the room, each with a light, and all staring with astonishment at the scene before them. The Captain stood in his dressing-gown, saturated with blood, and the moment Maria saw it her shrieks were repeated—'They've killed you too, uncle, and now I shall die;'—she fell upon the floor. The Captain raised the fainting girl in his arms, and placed her on the bed by the side of the wounded boy; whilst the footman, who accompanied Maria, explained that 'Mr. Richard Nixon had met with a severe and, he feared, fatal accident, and Mrs. Nixon had despatched him with all haste to request his attendance. Maria had jumped into the carriage to accompany him, and, fearful of losing time, he had not removed her.'

"Such a complication of horrors almost overpowered even the strong mind of the Captain; but, hastily throwing on his clothes, he directed a surgeon to be instantly sent for. Mrs. Waxwell was still living, and was conveyed to her bed-room; the body of the robber was deposited in the housekeeper's sitting-room, and the two children, under the care of the maid-servants, were left on the Captain's bed, whilst he himself, after giving Will strict injunctions to see poor Ned carefully attended, hurried into the carriage, and was rapidly driven according to the instructions of the servant.

"Poor Maria did not long remain insensible, and when she awoke to consciousness, the surgeon was examining the wound which Ned had received in the affray; it was a severe cut transversely across the breast, and the knife had remained sticking in the fleshy part of the left arm; a sudden turn of the lad had prevented its taking fatal effect in his heart. The boy bore the somewhat rough handling of the professional man with a hardihood far beyond his years, whilst Maria, with tearful eyes, watched the progress of the dressing, kissed Ned when it was over, and saw him carried to his own bed, but no inducement could get the boy to remain there, for the groans of the housekeeper were audibly heard in the apartment, and old Will at length removed him to his chamber. Little Maria insisted on lying by his side; the hour was late—there was no conveyance for her home, and old Will complied with her request, he remaining up himself to wait for his master and to watch over the wounded boy. But Ned reposed quietly, except that occasional starts showed that the mind was re-acting the events of the night, and suffered from agitation; Maria, too, fatigued with her play, and worn by the intensity of feeling at what she had witnessed, slept well. The surgeon next visited Mrs. Waxwell; the ball had passed obliquely through the abdomen, and was found amongst her clothes. Proper dressings were applied, and he then repaired to the housekeeper's-room to inspect the body of the supposed dead robber—it was gone. There was a pool of blood on the table where the head had laid, and traces of blood to the street-door and beyond the steps, but all further clue was lost.

"But we must now retrace our narrative to the time when Mr. Richard Nixon and his family left Halfmoon-street.

"It may reasonably be conjectured that the events of the day, particularly the mortification she had endured, were uppermost in the mind of Mrs. Nixon, and as a natural consequence of disappointed malice she would seek to vent her spleen the earliest opportunity that offered. The lawyer seemed to be well aware of this, and therefore the moment the carriage was in motion he shrunk into a corner, and at once devoted the whole of his mental faculties to the consideration of an important cause.

in which he was engaged to plead the following day; Maria nestled close to his side, Mrs. Nixon sat opposite to her, and Eugenia faced her father.

"That girl will be my disgrace and vexation," exclaimed the lady; 'her low-life propensities are truly disgusting—I could scarcely believe she belongs to my family, did I not call to mind the plebeian blood that runs in her veins.' Mrs. Nixon paused to see whether the hit would tell, so as to make her husband retaliate, but he was silent, and she went on. 'I'll take good care that she does not visit at her uncle's again for one while, to play with scurvy beggars' brats, degrading her mother, and bringing shame upon herself, and Mrs. Holding shall have especial directions to double her lessons.' The lady was again resting her tongue, to try what effect her words would produce, but the barrister was so completely absorbed in his subject that he had paid but little, if any, attention to what had been said. This provoked the ire of Mrs. Nixon to a very imminent degree, and, brimfull of scorn and spite against her husband, she continued—'Eugenia, my love, all my hopes must rest on you; and I yet trust to see you in that station of life you are so well qualified to fill; should you, however, be tempted to marry beneath a title, my heaviest curse will rest upon you. Let your mother's fate operate as a warning; fool that I was to throw myself away upon one so much my inferior in rank and connection, and to ally myself to such a sorry brute as that grovelling sea-dog of a Captain.'

"Oh, Ma!" exclaimed Maria, unable to repress her tears, 'don't speak so bad of uncle—indeed you'll break my heart if you do.'

"Your heart? Miss Impudence," retorted the mother, getting more and more exasperated, and losing sight of all maternal feeling in the indulgence of her bad passions; 'it would not matter if your neck was broke. Let me hear no more about your heart, or I shall repeat the correction you got this afternoon for your base propensities.'

"Indeed—indeed, Mamma, I did not mean to offend you," sobbed the distressed child; 'I am very sorry if I have done wrong.'

"If you have done wrong!" reiterated the now almost infuriated mother; 'do you put an *if* to it? You *have* done wrong, Miss. Did you not, in defiance of my intimation, declare that the boy never struck you? Did you not try to prove myself and your sister liars, preferring that street-beggar to your nearest relatives? Answer me that.'

"Oh, Mamma! how often have I been told to speak the truth at all times," said Maria, her voice scarcely articulate with crying.

"Mrs. Nixon seemed to have totally forgotten every principle of right action between parent and child—her resentment had blinded her to all but revenge; and the reply of Maria, instead of softening the anger of the mother, was deemed an impertinent reproof. She fairly screamed with rage. 'Shame on you, Mr. Nixon; you call yourself a father, and sit there sullen and stupid, whilst your child exalts herself into a judge—'

"Judge!" repeated the barrister, aroused from his reverie by the term; 'why, aye, there's no judge in existence but must direct a verdict for the plaintiff, and no jury in England but will give him heavy damages.'

"That is just like you, Mr. Nixon," exclaimed the lady; 'you meet all my agony and distress with some professional nonsense. I was

about to say that you suffer your child to become a judge of the conduct of her parent.'

"Persons who are unacquainted with courts of law would deem it impossible for all this to pass without the barrister attending to it, but those who have seen counsel perusing their briefs amidst the bustle and excitement of an important cause—the examining and cross-examining of witnesses—the jokes of the leaders, and the occasional puns of the judge (at which, as a matter of course, everybody laughs)—will readily comprehend the possibility of Mr. Nixon, King's Counsel, being so deeply immersed in his case as not to heed the language of his wife, for, like the arguments of his 'learned friends,' he had been so much accustomed to the mode and manner, as to be pretty well acquainted beforehand with what was to follow. 'I beg pardon, Mrs. N.,' returned the lawyer mildly; 'I was thinking of the cause, Thwackaway against Booby, which comes on the first thing to-morrow morning, and I am retained for the plaintiff, fee 500 guineas. I'll just state it if you please. You must know that my client, Booby——'

" 'Is as great a fool as his counsel, if he wishes to drag women into consultation upon his case,' uttered Mrs. Nixon, with peculiar moroseness.

" 'Very true, my dear, very true,' responded the barrister; 'it is, as you say, perfect folly to consult women in law pleadings, but there is something so amusing in this affair. The defendant has a large sort of tread-mill worked by mice, which produces a prodigious power; the plaintiff enters into agreement to use this power for his silk concern, a shaft to run through both premises; and all goes on extremely well for some time. The mice, however, form a sort of trades union, and strike for an additional allowance of cheese, and the result is that the mill stops. My client threatens an action, and the mice obtain their demands, with which they are so elated that they get on too fast and injure the silk of the plaintiff. A remonstrance is made, but they determine not to move slower unless they get more cheese to their already additional allowance. The defendant will not accede—the contract is broken—the mill is stopped—the cheese is no longer given—the mice die of hunger—and Thwackaway commences his suit to recover damages, which Booby——'

" 'Booby indeed!' growled the lady; 'it is no difficult matter to see who is the booby, when one of his Majesty's counsel, learned in the law, thinks to amuse his wife with a story about mice and tread-mills. But it was my own fault, and misfortune has followed it. What sweet companionship have I ever found with you, Mr. Nixon?' (the barrister shrugged his shoulders) 'for anything like social intercourse or soft affection, I might as well have married an effigy of wood.'

" 'Do you mean Alderman Wood, my dear?' inquired the lawyer mildly, and interrupting in his turn.

" 'You are a brute, Mr. Nixon,'—exclaimed the lady in a loud harsh voice that made both the girls tremble, and thoroughly discomposed the equanimity of the barrister's usual good temper,—'a perfect brute.'

" 'Take care, Mrs. Nixon, you do not make me so in reality,' retorted he, with sternness and strong energy. 'Constant irritation wears away the gentler emotions of the mind, and does indeed brutalize the feelings. Such language before my children is what I will not

allow. There is a point of human endurance beyond which it would be dastardly and wicked to bear, so let me hear no more upon this subject, if you please; or, if you persist in continuing it, I shall immediately alight and pursue my way on foot.'

"Mr. Richard Nixon was in person a very handsome man, and Mrs. Nixon was one of those self-tormenting ladies who fancy that a handsome man must, of consequence, be so much admired that he cannot avoid forming certain intimacies which are anything but creditable in a married life. She also felt that home had not been so desirable a place to Mr. Nixon as it ought to have been; but, determined to shut her eyes to her own folly, she imputed her husband's dislike to Bedford-square to his female acquaintances abroad; and, whilst the avocations of the barrister totally precluded the possibility of his indulging in dalliance with the fair sex, she was cherishing the very poison of jealousy in her heart. The mention of his walking at once aroused this unamiable and demoniac propensity, and, forgetting that she herself had been the sole cause of his threat, the picture of another reclining on his arm, flashed upon her vivid imagination, and her burst of vengeful rage knew no bounds.

"'No doubt, Mr. Nixon,' said she, half suffocated with ire—'no doubt you would prefer walking. Virtuous society has no attractions for you. I dare say your plans are well arranged to meet one of your creatures. I am an injured wife, and a despised mother. None but a brute would treat a woman thus.'

"To this harangue, so unseemly from the lips of a matron, Mr. Nixon offered no reply, but bent forward to let down the glass for the purpose of calling to the coachman to stop. His wife, aware of the intention, thrust out her hand from the opposite corner to prevent him, which he resisting with some degree of force, so incensed the lady that she arose hastily, and grasped his shoulder to fling him back into his seat. In so doing she lightened the check string, which had caught some part of her dress, the coachman instantly pulled up, and the shock threw Mrs. Nixon on her husband, so that his head was forced with considerable violence through the sash. The struggle was but momentary—the shattering glass flew in all directions—the lawyer drew back with a heavy groan, and a fountain of blood spouted from his temples and neck over the white muslin dress of his wife. Mrs. Nixon both saw and felt the warm crimson stream as it gushed out: terror deprived her of every faculty, and she sank in strong fits to the bottom of the carriage, whilst the shrieks of the young ladies were truly appalling. The footman opened the door and beheld the inexplicable spectacle with shuddering horror. 'To the nearest surgeon's,' exclaimed he, addressing the coachman. 'Drive, James,—drive for your life—some one is dreadfully hurt.'

"The door was closed—the coachman promptly executed the request—the footman ran by the side, and in three minutes the carriage stopped at the door of a surgeon in Holborn. Mrs. Nixon was first removed, and female servants employed in undressing her, to ascertain the extent of injury she had sustained. The barrister was then conveyed into the surgery, his face miserably cut, and the temporal artery divided. By proper applications Mrs. Nixon was soon restored, and humiliating indeed were her self-accusations when a consciousness of her real situa-

tion rushed upon her mind. She would have hastened to her husband, but the surgeon forbade it, and she was compelled to acquiesce, her impatient spirit suffering agony that was almost insupportable.

The children were in a parlour by themselves, and some time elapsed before they were thought of by their mother. She sent for Eugenia to condole with her, for the strivings of pride would not sanction the approach of poor Maria, lest she should witness the humiliation of her maternal parent. The surgeon sent from time to time to let Mrs. Nixon know the state her husband was in, and requested that should there be any near male relative at hand he should be sent for. This was done at the suggestion of the footman, who had explained some of the circumstances of the transaction to the professional gentleman; but the real cause of the disaster was perfectly unknown, except to the parties immediately concerned. Mrs. Nixon promptly gave orders to fetch the Captain. Maria, ascertaining where the carriage was going, got into it, and an account of their arrival in Halfmoon-street has already been given.

"Such a series of events may well be called wonderful, they almost exceed the bounds of credibility, yet they are nevertheless strictly true. Mrs. Nixon had been well educated in all the fashionable accomplishments of the day. She had been accustomed to move in the first circles, but the cherishing of bad feelings had brought her in contact with persons of depraved tastes and habits. Her temper (never very good) yielded to debasing influence; self-governance she had none, and progressively, step by step, she descended into vulgarity and misery. Mr. Nixon had become a husband more through the scheming of the lady than his own inclination, yet he would have been happy if she would have let him enjoy tranquillity. A love of splendour, as well as a desire to eclipse cotemporaries, had produced pecuniary difficulties, and marred domestic peace. The lawyer wished to find in his family circle a sweet recreation from intense professional application, but Mrs. Nixon could only exist in the glare of lustres and variegated lamps; so that when he arose in the morning to attend to his duties, his wife was retiring to rest after her night of misnomered pleasure: in fact, the marriage bed, in this instance, might be compared to a well—as one bucket went up the other went down.

"The fashionable mother had but little time to devote to her children. So true is it that the giddy mazes of frivolity, in bewildering the brain, too often at the same time crystallize the heart, and render it impervious even to those yearnings which generally live the longest in the human breast. Eugenia had grown so much like her mother that instinct and sympathy, more than affection, had formed a bond of union between them, and she not only looked forward to her favourite daughter becoming heiress to the great wealth of her uncle, but she also determined to leave no step untried to bring about a match with Captain Nixon's ward, Sir Robert Metcalfe, Baronet, and heir prospective to a peerage. To be sure there were several years yet to transpire—Sir Robert was nineteen, Eugenia only fourteen—but a sanguine temperament smoothes away the roughest obstacles, and, when brought into active operation, is like the lie to restore an original brightness of idea.

"The father of Sir Robert had been a merchant in the city whose speculations had ruined him, and he died leaving little more than his

blessing to his son, the only survivor of his family. Robert, then a lad of fourteen, felt but little sorrow at the loss of his father, but he keenly felt the deprivation of those luxuries, and the descent from the eminence, which riches are enabled to confer. Captain Nixon had been one of Mr. Metcalfe's oldest friends, and he proposed to Robert a trip with him to sea: the offer was accepted, the youth was fitted as Midshipman in Captain Nixon's own ship, and sailed with him to Calcutta. The Captain had a double object in view—honourable employment for a thoughtless giddy lad, and an introduction to Sir William Metcalfe, an uncle on the father's side: a man in high authority and possessed of considerable wealth. Sir William was a widower; death had robbed him of his children one by one, and lastly of his wife, and he stood nearly desolate in the world. There was, however, one son, of whom no tidings had been heard for several years, and hope of his being in existence gradually died away.

“ Both Captain Nixon's plans succeeded: the youth did his duty with alacrity, and the uncle on his arrival received him with gratified pleasure. But the climate and distress had wrought fearful ravages in Sir William's frame—he did not long enjoy the society of his nephew, but a few weeks after his arrival he expired in the arms of the only relative he knew in life. The funeral was suited to Asiatic pomp: the will, after some noble bequests, decreed the remaining property to Robert (who succeeded to the title), should the lost son or his descendants not appear to make their claim. Captain Nixon, with a handsome legacy, was appointed guardian to the young baronet, and the youth who quitted England a dependant on the bounty of another, returned to it the future man of rank and riches. He was frivolous, vain, and many thought heartless; but mothers courted his society, lured on by hopes for their portionless daughters, and the gay flattered him into a belief of warm-hearted friendship, that they might the better be enabled to divest him of some of his superfluous cash.”

#### ON BARRACK ACCOMMODATION IN THE WEST INDIES.

BY DR. WILLIAM FERGUSSON, INSPECTOR-GENERAL OF ARMY HOSPITALS.

MR. EDITOR,—In my two last letters I discussed the subject of malaria, and many may say, that having taken for my datum that it proceeded from water, and afterwards disposed of that water by drying it up, I must, according to my own showing, have been combating a nonentity. Would to God that it were so! but, alas! the dire experience of armies and nations tells a far different story, and forces me to the conclusion, lame and impotent though it be, of our immortal dramatist—“That verily there are more things in heaven and earth than are dreamt of in our philosophy.” The moralist, on the other hand, may tell me that, having shown how the natives of tropical regions suffered little or nothing from the endemic poison, it must have been the intention of the Creator that all and each should remain in the lands His goodness had provided for them: but this being a point I do not feel called upon to discuss here, I shall now proceed to the further consideration of the soldier's health—economy in the West Indies—and, first, of his barrack-accommodation:

European troops require the protection of solid walls in apartments well raised off the ground—capacious and airy, with sufficient height of roof; or, when these cannot be had, of protecting galleries all round the building, to be saved from the vicissitudes of temperature between the

day and the night, for if the sun gain access into the interior of a thin shingle barrack, it will become like an oven under the noon-day heats, and an ice-house under the chilling dews of the night. His bed is the next consideration; and here I must still, and again, plead for the hammock in his barracks, and the folding X canvass-stretcher in the hospital, as being the most economical, simple, and effective, that have ever been furnished to him. A bed of elastic wrapping canvass is cool in itself, or may be made as warm as can be wished, by the simple addition of a blanket. Vermin cannot, or, at least, need not, harbour in it, for the occupier may wash it with boiling-water every day if he pleases, and he should be made so to wash it once a-week. He requires neither mattress nor palliass, either of which would become a nuisance, for they cannot be washed, and, besides being superfluous, would prove a harbour for ants, bugs, or worse vermin.\*

I have said that the hammock makes a good bed without either mattress or pillow, and I now say that even the sheets may be dispensed with, and in their stead a calico wrapping-gown substituted, to be issued as an article of barrack-stores, and changed as often as the sheets—for these last are but a slippery covering, and too often betray their trust to the malarious chills of the night. The gown, if made sufficiently wide and long, could not be so thrown off, and would effectually cover and defend every part of the body.

The folding-stretcher for hospital accommodation would be equally excellent. It was in use, and, I believe, firmly established in our West India hospitals, forty years ago, and I will defy the ingenuity of man to provide a better bed. I have myself lain upon it for months, both in health and sickness—in febrile disease, more particularly, when the heat of any kind of mattress under the back would have been insupportable—and I know that I am describing it justly; but when I last returned there, I found that it had been changed, God knows how often, and always to the worse, at the caprice of every meddler—and this has ever been the way with West India Service. No system on principle has ever been established: sickness arises,—panic succeeds—and then all that is good gets overturned, and the rawest suggestions are received as authority. The time is surely arrived for establishing regulations that would be applicable to every contingency of service under the authority of the Commander-in-Chief; for were we again to be surprised by war, and unseasoned white troops poured into the colonies, I verily believe that, notwithstanding all we have suffered, the mortality would be just as great, and that we should have just as much to seek in regard to the proper means for preserving them as if we had never before seen West India service.

Let us now look at the soldier's diet, and its effects upon his health. The ration-allowance is abundant and excellent, with the exception of the salt meat, which is a great deal too much—being more of that article than any one, except under necessity, ever ought to use, for it contains little nourishment in itself, being either dried up, or filled with vitiated juices—is provocative of thirst in the highest degree, consequently an incentive to drunkenness—and never can serve any good purpose but that of seasoning and relish to vegetable food, when it is most excellent, far surpassing all other condiments. For a daily meal, to compare a full ration of salt meat to one of fresh would be ridiculous; but even the last may be so used, or rather abused, as greatly to fail in ensuring all the good that ought to be deduced from it; for a daily ration of fresh beef, or any other kind of un-mixed meat, all the year round, cooked in the same way, and eaten under the same form, would not be the best calculated either to nourish his frame, or improve his strength. Like every other human being, he requires variety in his diet, and if he have not that variety to a certain

\* Vide Sir Andrew Halliday's late work on the West Indies.

extent, his body will not be duly nourished, and he will be liable to contract scorbutic tendencies. This has been proved by experimental physicians restricting themselves closely to a diet of some acknowledged anti-scorbutic, and sooner or later invariably producing scurvy upon themselves. Besides all this, I must say, that a full ration of fresh meat, and the same quantity of bread or yams eaten in bulk, roasted or boiled, cold or hot, with its richest juices wasted in the cooking, is, for the cost, as *joyless*, unsatisfactory, and wasteful a meal as the soldier, or the working-man, in a civilized country, can well sit down to. His camp-kettle will save all, and in that kettle he should be instructed to cook everything he can lay his hands upon that may be edible and palatable. Situated as he is, there can be no fear of his abusing this licence for the purposes of epicurism; and variety, such as he can command, not uniformity, will prove the best safeguard of his health and strength. It is evident that this variety in the West Indies must be derived principally from the sea or the vegetable kingdom; and that the uneducated vulgar everywhere can with difficulty be induced even to taste what they have not been accustomed to. To this the British soldier is no exception: he will drink anything that will make him drunk—he has no prejudices there; but the difficulty is to make him eat. This arises from too much being done for him at all times, and his being uniformly fed, as if he were a child, from the public stores, without thought, or care, or providence on his own part; and here we approach the *fons et origo mali*—the grand cause of his destruction in the West Indies.

A certain portion of his pay, called subsistence-money—it used to be 10*d.* a-day—has been allotted by the country for the express purpose of his maintenance; but we have fed him as above, and made him a present in former times of the whole, and now, I believe, of somewhat about half of this, to poison himself with—and most faithfully has he fulfilled the condition, for he has invariably spent it in rum. Has this been consistent with parental care or common sense? and should not we now, without the loss of an hour, take measures for causing him to consume the whole of this most pernicious and misapplied money either in the issue of extra provisions, say luxuries, if you will, from the public stores—only make it evident to him that he has a penny's-worth for his penny; or far better, oblige the messes of companies, under the superintendence of their non-commissioned officers, to lay it all out in the markets of the place? The German soldiers of the 60th, when I was in the West Indies, of their own accord ate instead of drank their subsistence-money, and they were greatly healthier than the British. Make our own now do the same thing, and take away the facilities to, or rather the impossibilities (for as yet we have no saving-banks) of avoiding drunkenness, and the question is solved.

If there be those who believe that the soldier cannot be subsisted otherwise than on beef, even though it be salt, and bread, I can assure them that a more damnable dose in the way of a meal, or one more devoid of nutritive quality, never was inflicted upon the organs of digestion than an unminged full ration of salt meat washed down with diluted rum; that the nourishment derived from animal and vegetable food, after it has been submitted to the digestive powers of the stomach, is precisely the same, only it may take a larger quantity of the latter than the former to furnish an equal quantity of what we call chyme and chyle; that the bravest warriors of the Eastern world never tasted animal food in their lives; that the finest specimens of high-fed man I ever saw have been the plantain-fed negroes of Demerara; and, not to go so far from home, I may quote our own potato-fed Irishman, who both in strength and courage is fit to cope with anything in human shape.

It may appear to many that I have already written too much upon the spirit-ration of the Army in the West Indies; but I do not feel that I have yet said all I could say on the subject, and, therefore, I shall now revert to it. Were it proposed to inoculate all the British troops serving in hot climates with an incurable disease that would certainly in no long time



lead to their general destruction, what should we say to the proposal? Yet by making the rum-ration an article of daily diet we have done worse than this, and taken the most effectual means for destroying both the mind and the body—the moral sense and physical powers of the individual—the general discipline of the Army, and the national character of the country—all, in fact, that I have described in a former letter—and this not because a quarter of a pint, nor any other quantity, no matter how small, or I may almost say how great\*, could of itself effect such evil, but because a habit is thereby generated—an imperious want created—an irresistible desire for increase of the stimulus established, which, such is the nature of the human constitution and the operation of the agent upon it, few or none have been found able to resist, and the first experiment of this training to destruction is generally made upon the young soldier when crossing the Atlantic, previous to his being landed in the regions of heat, and thirst, and rum. Can we then wonder at the work of our own doing?—and are we justified in inflicting punishment for the crimes to which that work has given rise? If my testimony on this head be insufficient, let me here quote the learned and pious Bishop Heber, who, in his travels through the military quarters of the Bengal presidency, thus writes:—

“Nothing can be more foolish in its effects—more pernicious—than the manner in which spirits are distributed to our European troops in India. Early every morning a full ration of coarse undiluted rum is given to every man, and half that quantity to every woman; this the greater part of the new-comers abhor, in the first instance, or would, at all events, if left to themselves, mix with water; the ridicule of their seasoned comrades, however, deters them from doing so, and thus a habit of the worst kind of intemperance is formed in a few weeks, more fatal to the Army than the sword of the Jaits or the climate of the Burmeah!”

In one respect this excellent man was mistaken, for all these new-comers—ay, and their wives and children, too, if they had them—had been entered and booked for drunkards and the grave, thanks to the wisdom of the Transport Board of those days, long before they set foot in India. In what would appear the very wantonness of national expenditure, that Board decreed that every soldier, from the moment he embarked for service, should have a daily allowance of half a pint of rum, with full man-of-war rations, and the women one-half, and the children one-fourth, of the quantities! The intention I freely acknowledge to have been generous and kind according to the ideas of the time; but hell has been said to be paved with good intentions—and verily they did their utmost, and most woefully did they succeed through this very regulation (which I believe, however, is now changed) in paving the military quarters of the East and West Indies with the bones of the dead; for the newly-arrived soldier, wound up even at the beginning of the voyage to the point of increase, and tormented throughout its course with the ungratified desire, and the arrears of pay in his pocket, could have only one wish when he saw the land, and that was to get drunk; for to one so primed and excited, the dangerous seasoning fever being suspended immediately over his head, and the grave being open to receive him, could have no terrors. During the last war, regiments so landed not unfrequently lost one-half of their numbers within two months after their arrival in the West Indies, and three-fourths, or even nine-tenths, before they had been there a twelve-month.

Is any one yet sceptical? let him turn his view for a moment to the other side of the Atlantic, and there behold a whole race of men, the aborigines of that continent, verging fast to annihilation under the blighting influence of alcohol. Their destruction has literally been achieved by rum. War upon them for the possession of the country would now be a

\* If occasionally allowed him to make jubilee on high days and holidays, that will never make him a drunkard, for the aching head and heaving stomach of the following morning will cause him to be anything but in love with rum.

work of supererogation, and the American States may soon and for ever sheath the sword, for within another century or less the existence of the Red Indian will have become matter of history, and his appearance as rare as that of any of the wild animals that have retired from the face of the earth before the advances of civilized man.

The exceeding vulgarity of the prejudice that ardent spirits impart strength and vigour to the human frame is disgraceful to educated man; yet true it is that many of our best experienced commanders of the Army and Navy still attempt to justify and continue the practice.\* A greater crime in its consequences cannot be committed, for it leads to the perpetration of every other. They say and believe that it will make them stronger for the day of trial. By heaven it has made them weaker—for spirits, so causelessly taken, never have had, nor ever will have, any effect in this world but to enervate the frame and shorten life: enervation, not strength and vigour, is the fruit. I have said causelessly taken, for, as I shall presently show, when vitality (life) is low, they are as sovereign to raise up as in uncalled-for occasions they are powerful, after the first excitement is passed, to depress.

The drink of the ancient Romans, while serving in the field, was vinegar and water. We must not laugh at the recollection, for on that very drink their warriors conquered the world; and at one time the more modern Turks were not very far from accomplishing the same on coffee and sherbet. While we have the light white wines of the western isles, and the juice of the elegant and graceful lime, or the anti-scorbutic tamarind,† I am not going to propose anything that would be so ridiculous as the Roman drink in the case of our own soldiers; but in the name of humanity, of discipline, health, and morals, I do pray that the soldier may be saved from the contamination in the outward-bound transport, which on every occasion may be made to carry a sufficiency of malt liquor (porter in the proportion of a pint daily to every man) for a passage across the Atlantic: that in like manner he may be protected from the insidious poison while taking his daily meals in the hot burning barracks of the West Indies, after he has landed, when, if he must drink something alcoholic, half a pint of the white wines to which I have just alluded, duly diluted, would serve all the purpose of washing down his food;‡ and that the barrack canteens, now in the hands of Government, and established by law for the express and avowed purpose of furnishing that very poison, be for ever abolished.§

It is impossible that drunkenness can ever be put down by act of Parliament, or martial law, or anything but public opinion stamping it as

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\* It occurred to me, not very long ago, to witness a military festival given on the occasion of an excellent and highly renowned regiment returning from foreign service, when every individual was made to drink His Majesty's health in a flowing bumper of undiluted rum. The directors of the feast I believe to have been good men and good soldiers as could anywhere be found, but to have made the rum into punch for the men would evidently, in their minds, have been a derogation of the military creed—have diminished the zest and spoil the toast.

† I never could understand why the fruit of the tamarind has been so much overlooked, more especially in the Navy, for, as an antiscorbutic, it is at least equal to the lime, and, being a preserve of substance, is fitted to be used either as a drink or an article of diet. The tree, growing spontaneously throughout the West Indies, literally cumbers the soil, and any one tree will produce fruit enough to supply a ship of the line, which may always be had for the gathering; and when boiled with coarse sugar, there the cheapest of materials, yields a preserve that will keep good for years.

‡ It is a safe and good rule of health for every one, in all climates, to observe as dry a diet as their constitution will permit, and the custom of constant drinking, because the weather or climate is hot, is a most dangerous one, for the swilling even of cold water will presently become a habit, and at last a passion, from indulgence.

§ The canteens should be what may be called coffee-houses of recreation, and stores for the sale of whatever the soldier may require, with the exception of spirits.

infamous; but how can that stamp ever be affixed when we legalize and sanction the abuse, and, instead of repressing, actually pander to its spread, in thus making the soldier's depravity a source of public revenue. It can be no excuse to say that, if rum were not furnished to him there, he would go to worse places to seek it; for in that case there could be no wickedness to which we might not feel justified in acting as accessories. Let him go to these places and take the consequences in being deprived of all the advantages of that best of boons—the good-conduct warrant. The act will then be entirely his own—not ours; and when he suffers the punishments consequent upon his depravity, these punishments will be strictly just.

That public opinion can avail to put down drunkenness, we have the evidence of the whole of the south of Europe, where the land may be said to swim in wine, and spirits are equally within reach of the poorest purse; yet neither the one nor the other are abused. Drunkenness has there been stigmatized as infamous, and the inhabitants are seldom or never guilty of it.\*

Such have been the abuses of the spirit ration: but to say that it has no uses when considerably issued, or that soldiers could with safety be made to serve a winter campaign in the field, in any country where there was winter, without it, would imply the prejudices and bigotry of tea-totalism. When "cold, and fatigue, and sorrow, and hunger," those sure harbingers of typhus fever, weigh down the dejected soldier, who then could be so foolish or so unfeeling as to counsel the depriving him of his spirit allowance? During night-guards and night-marches, after they are over, and outlying piquets, it furnishes an excellent defence against malarious chills, and all the ills of cold and moisture; provided it be never administered until the body be at rest.

I do not deny that strong, hot coffee (with cigars) would be better, but how could the soldier procure it in those situations? for it is the *multum in parvo* qualification, and the portable convenient form, that makes it so eligible; but it is applicable only to that most noxious and depressing form of cold that results from wet and moisture, for in dry hyperborean cold it is always dangerous,\* and may prove fatal, because then the brain is already oppressed by the blood being driven in upon it from the chilled surface—witness the apoplectic sleep and stupor of sufferers overwhelmed by the snow, and the exhibition of any intoxicating liquor would too probably prove the death-blow: actual heat, in any liquid form, conveyed into the stomach, is then the only remedy. I shall say no more upon the rations, but proceed to consider the other points of my subject.

The clothing of the soldier, as affecting his health, I consider to be very good, with the exception of the heavy brimless cap; and I would only beg to say a few explanatory words upon what I have formerly written regarding the general uses of flannel next the skin. To those who can afford to wear it thin, of good quality, with constant change, it is a most wholesome agreeable covering; but it is also an enervating one, and should ever be eschewed by the healthy and the hardy. The private soldier can command none of these advantages in his crowded barrack-room, where it must become a nuisance both to himself and others, and calico in a warm climate, unless in cases of sickness, ought always to be the substitute; for it should never be forgotten that previous to the use of linen the population of Europe were afflicted everywhere with foul leprous diseases, which were banished by the change, but may again be renewed from the

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\* *Moneantur omnes qui venerem rite colere student ne se Baccho dedant. In aqua potioribus et cupido flagrantior, et nervi rigidiores. Si ebriosus, quod perraro accidit, fœminam rei venerem causâ adeat, re infectâ abit. Estne ergo ebrietas—nos trahitur in coloniis Indiæ occidentalis militatibus vitiorum perniciosissimum—precipue fugienda. Ne pudori sit militibus nigrarum liberimus amor. Patet aditus ad venerem, clauduntur œnopolia.*

same cause—the contact of impure woollen. In the field, and, above all, when dysentery prevails, it is invaluable as a defence, and there we must just smother our disgusts and call in its aid, for it is then that the most deadly curse of the service, the rum-ration, and its greatest abomination, foul flannel, may prove the best preservers.

The amusements and pastime of the soldier form a most important consideration, as affecting his health, morals, and well-being in every sense. To say that he is to lounge in his barracks the live-long day, without occupation, either of mind or body, would be to make him equally useless, wicked, and miserable. As a human being he is so constituted that he could not submit to it if he would, and he must infallibly be driven to drunkenness as a refuge from the intolerable feelings that would oppress him. In some services he has flown to the horrible resource of suicide. Regimental libraries have been recommended, but I doubt whether reading, however meritorious in individual instances, could ever be made generally practicable in the crowded barrack-room, nor is it, nor need it be the fitting resource of the soldier. I never met with or heard of a reading army. The practice of arms, in every shape, within the barrack premises; and gymnastic games abroad, when the weather permits, to include bathing, swimming, gardening, fishing, dressing the barrack-grounds, and keeping its roads in order, should all be enjoined and practised. A few hours in the heat of the day ought to be devoted to the preparation of the principal meal,\* to dining, and repose; but after these he should not be permitted to spend an hour in idleness, for if he have one he will devote it to drunkenness or other pursuits incompatible equally with health and discipline.

On all these points I have fully dilated in my letter addressed to the United Service Journal, dated August 1835, and I need not here fatigue the reader with repetition. Let me then conclude with the hope that the Commander-in-Chief will issue his fiat for excluding rum for ever as an article of daily diet from barrack life in the West Indies, and, indeed, everywhere else, but above all in the outward-bound transport: that he will sanction the establishment of savings-banks throughout the Army as a resource and remedy against drunkenness, and prohibit the sale of spirits everywhere within the pale of military rule: that he will also prohibit the issue of salt provisions in full ration, wherever fresh meat can be had, or colonial markets exist, and cause the messes of companies to resort to these last for absorbing the accumulation of those balances of pay which have so certainly led to drunkenness; and that, as the hammock has ever been found the fittest bed for the sailor in all climates and services, he will cause it to be adopted for the soldier, and do away for ever with palliasses, mattresses, heavy shadeless caps, pipe-clay, and flannel shirts. All these

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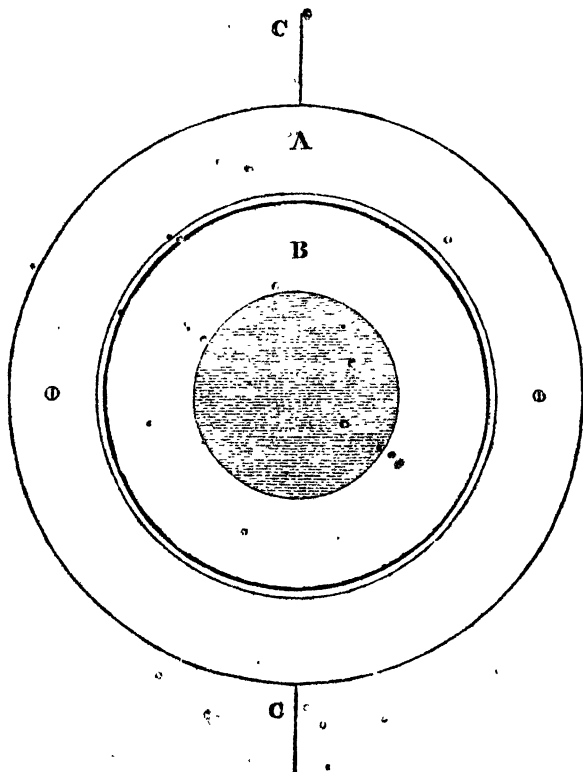
\* When the messes are small the cooking for comrades is eminently a social act in which all the members are sure to take an interest, and every one, in some shape or other, can lend a hand. It is, besides, the most useful lesson a soldier can acquire. At our National Schools, from which in future the recruits for the Army will be drawn, we have classes for reading, writing, arithmetic, &c. I wish to God I could see a cooking class—in other words, teaching how to economize the *vivres* of the country; to live well upon small means; to prepare plain food in the best form, by giving it bulk and flavour; and, when coarse, to make it palatable and nutritious; to put everything to its proper use; to waste nothing and save everything. This truly would be useful knowledge; and it may be shown even in the boiling of a potato, making all the difference to the hungry man who is to eat it, whether he is to be presented with a coarse indigestible mess, or a pleasing wholesome farinaceous vegetable. Still better may it be shown in the preparation of coffee, of which our people literally know nothing; but could it be made, as on the continent, an article of daily diet, it would go farther, through its cheering tonic qualities, to supersede the coarse alcoholic drinks than all the sermons that ever will be preached on the subject, or the most stringent resolutions of all the temperance societies.

would certainly go to obviate disease, and tend to the preservation of the soldier in the West Indies.

It is not pretended that they could altogether avail against the influences of unwholesome locality, which are to be corrected or avoided only through patient scientific investigation, zealously conducted, and faithfully recorded. I have written the foregoing as being applicable only to the service as I knew it twenty years ago; since then I believe that various ameliorations and improvements have been made, which, through defect of accurate knowledge, I have been unable to specify.

WM. FERGUSSON.

GANGWAY "ANNULAR SCUPPER" FOR FRIGATES AND SHIPS OF  
A HIGHER CLASS.



**A**—A copper ring one inch wide, half an inch thick. This is a fixture, bedded in pitch or white lead, and screwed down. The outer part of this ring may, if preferred, be made square.

**B**—A copper ring one inch wide, half an inch thick. Takes out, when required.

**C C**—Plank seam.

\*\*\* The centre circle is intended to represent the size of the scuppers now in use, about two inches in diameter. By taking B ring out (which rests on the mouth of the pipe), the water will have a passage of three inches and a half diameter to escape during heavy rains or in washing decks.

MR. EDITOR,—I have been induced to offer this plan of a "scupper" for gangways of frigates and ships of a higher class, in consequence of having

witnessed much inconvenience by the main-deck being flooded during heavy rains on the coast of Africa in H.M.S. Sybille, when under the command of Commodore Sir Francis Collier, C.B., &c., in 1827 and 1828.

It was the practice (and an excellent one too) in such weather to drop the main-deck awning, hauling it out to cleats on the gangways, like a tent or the roof of a house. This had the desired effect as long as the ship remained steady; but when the ship rolled, the water ran over the coamings in torrents upon the main-deck, the scuppers not being large enough to perform the duty required in heavy rains.

The importance of being able to keep a main-deck dry, especially in the tropics, is too obvious to need any comment; and I am of opinion that "scuppers" fitted on this plan will tend mainly to accomplish such an end. The construction is simple, and, as will quickly be perceived, the inventive faculties have not had a heavy strain on them to produce the suggestion.

The "scupper" would be durable, rather ornamental than otherwise, and not costly, as it might probably be made in any of our dock-yards for eight or ten shillings.

HENRY DOWNES, Com. R.N.

U. S. Museum, 23rd Nov., 1837.

\* \* A Model has been deposited in this institution.—H. D., Hon. Direc.

#### NIGHT AND FOG SIGNALS FOR STEAM-VESSELS.

SUGGESTED BY LIEUT. J. H. BELLAIRS, R.N.

MR. EDITOR,—The accompanying attempt, at what I trust may be adopted, and prove of effect in obviating the danger of collision, I humbly submit to you. It is by many Naval friends that I am advised and urged to address you. This plan has by many nautical men been highly spoken of, and I received a complimentary letter last February from Monsieur de Rosamel, "Ministre de la Marine et des Colonies," from Paris. The frequent and serious accidents by collision occupied my attention, and I drew up the plan, which, from its simplicity of combinations, makes it more acceptable than any which possess great scientific merits.

Allow me to remain, Sir,

Your very obedient and faithful servant,

J. H. BELLAIRS, Lieut., R.N. (1813.)

Coast Guard Station, Craster, Northumberland,  
21st November, 1837.

It is immaterial by what means the lights are produced, so long as there is a sufficiency, my attention being directed only to the brilliancy of light to be obtained, and to see it universally employed.

This experiment (one hitherto not even attempted) is of the greatest importance to life and property afloat, as the moment the lights of the steamer are seen, the course she is steering is at once ascertained; this, to all nautical men, is obvious, and they are the most capable of appreciating its true value.

#### ARRANGEMENT OF THE LIGHTS.

1. A circular white light at the foremast-head, to be seen from every part of the horizon.

2. Before each paddle-box a light to be fitted, which shall be seen a-head, on the bow or on the beam, forming, with the mast-head light, a combination of three lights, when the steamer is taken end-on or right a-head, and of only two lights, when seen in a bow view or on the beam.

U. S. JOURN. No. 110, JAN. 1838.

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3. A light on each quarter, or after-part of the paddle-boxes, which shall be seen right astern and on each quarter; forming, with the mast-head light, a combination of three lights, when the steamer is taken end-on or right astern, and of only two lights, when taken in a quarter view.

4. The starboard lights to be invariably of a bright red—thus the course the steamer is running will be clearly shown.

#### FOG SIGNALS TO BE MADE BY STEAM VESSELS.

1. A plate of shrill-sounding bell-metal to be fitted on the fore part of the starboard paddle-box.

2. A gong on the larboard: to be struck by fly hammers, which may be put in motion by the steam-engine.

3. In going down a river, the starboard bells to be kept ringing.

4. In going up a river, the larboard gong to be kept ringing.

5. Steam-vessels compelled by fog to anchor, to keep both bells and gongs going.

6. In coasting, or in the Channel, if the ship's course deviates from the east of north, or south of east, the starboard bells to be kept ringing.

7. If the course is west of north, or south of west, the larboard gong to be kept going.

These will be sufficiently distinct to warn vessels from approaching too near in foggy weather.

I would strongly recommend the above systems to the attention of owners and captains of steamers. Common panes of glass will not answer. I have tried thick hollow-convex lenses, filled with coloured liquid. The fore lights are each composed of two glasses, one to throw the light a-head, and the other a-beam; the two after-lights have each one glass only. The form of the mast-head light depends on the rig of the fore-mast; but the most simple is, to have two lights, each lamp to be semicircular, to be triced up on a double jack-stay; when up, the effect would be as if one lamp only were employed.

All steamers ought to be steered amid-ships. The plank, at present, styled the bridge, is where the captain should be: it is in a steamer as much his station as on the quarter-deck of a man-of-war. A platform or gangway should be strongly constructed; it would tend to strengthen the paddle-boxes. The tiller-chains to lead forward through copper rollers and brought to the wheel. A tiller to be always ready abaft. The comfort of the passengers would, by the absence of the wheel from the quarter-deck, be promoted, the helmsman's attention uninterrupted, and the Captain so close as to render his orders of immediate avail.

#### MEMOIRS OF GENERAL AND FLAG OFFICERS RECENTLY DECEASED.

DR. JAMES FORBES, Inspector-General of Army Hospitals.

THE subject of this memoir, Dr. James Forbes, Inspector-General of Army Hospitals, whose death we recorded in our last Number, was a native of Aberdeen.

He received his education at the Marischal College of that city, and took his degree of Master of Arts.

He afterwards studied medicine at the University of Edinburgh, where the degree of M.D. was conferred upon him.

In the year 1803 he was appointed Assistant-Surgeon of the 30th Regiment, and was removed in the following year to the 15th Hussars.

In 1808 he accompanied this regiment with the expedition to the north of Spain. In May, 1809, he was promoted to the Surgeoncy of the 95th Regiment, and in the same year he was again promoted to the rank of Staff Surgeon; and, while yet suffering from the effects of fever and dysentery, contracted during the retreat to Coruña, he proceeded with the ill-fated expedition to Walcheren, on which occasion his abilities and zeal attracted the especial notice of the General Officers in command, as well as of Sir John Webb and of Sir James M'Grigor, who were successively at the head of the medical department on that service.

Dr. Forbes remained with that army until the final evacuation of Zealand, and the embarkation for England of an army of sick.

In 1810 he joined the army in Portugal, but was obliged in a few months to return to England in consequence of bad health.

In the following year, having nearly recovered, he accompanied his friend, Dr. (now Sir James) M'Grigor, to the Peninsula, and remained until the peace, and the return of the army to this country.

In the Peninsula the ability of Dr. Forbes did not escape the notice of the Duke of Wellington, and he was promoted to the rank of Physician to the Forces.

On his return to England he was selected by the Director-General to form an extensive hospital establishment at Colchester, for the reception of the wounded from Waterloo.

He was afterwards appointed to the superintendence of the General Hospital at Chelsea, and subsequently to that at Chatham, where he remained until 1822. He was then promoted to the rank of Deputy Inspector-General of Hospitals, and proceeded to the West Indies.

From thence he was removed to Nova Scotia, and afterwards to Canada, where he was Principal Medical Officer, and was promoted to the rank of Inspector-General by brevet.

In 1829 he was ordered to Ceylon, at the head of the medical department, from whence he returned last year in a state of broken health.

After his return to England he was promoted to the rank of Inspector-General of Hospitals, and was appointed to the most important medical superintendence in the service, that of the King's army in the three Presidencies of India, to which country his health did not permit him to repair.

The symptoms of his disorder became mitigated after his arrival in England, but subsequently he relapsed into his former state. His health afterwards continued gradually to decline, and he died on the 7th of November, after great and protracted suffering, from that disorder of the bowels incident to Europeans in the climate of Ceylon.

On the 22nd of November his remains were removed from his late residence in London to Chatham, for interment in the cathedral at Rochester. At Chatham the funeral procession was joined, not only by all the Medical Officers of the Line, of the Navy, of the Ordnance, and of the Marines, but also by the Field-Officers, and by many Officers of the Garrison.

Dr. Forbes was remarkable for his quickness of perception, his sound judgment, his firmness, and decision. He possessed a great knowledge of human nature, combined with mild and conciliatory manners, and a high sense of honour. He was invariably distinguished for his humane and kind attention to the sick and wounded soldier: and, whether in his public capacity or in his private relations, he never failed to acquire the confidence and esteem of all who knew him.



## FOREIGN MISCELLANY.

## GERMANY.

## FORTRESSES OF THE CONFEDERATION.

THE Diet has determined, that, instead of converting Ulm, Stockach, or other places into tenable fortresses, Rastadt should be rendered one of the bulwarks of the Confederation on the side of France; and they have assigned a sum of 800,000*l.* for this purpose, being a portion of the 28,000,000*l.* received from France at the time of the restoration of the Bourbons, in 1815. It appears that this amount was not paid down in ready money, but in five per cent. National Annuities (*Rentes*), now worth from 109*l.* to 110*l.* for every 100*l.* In order to guard against any prospective demur which France might make to the payment, the claim was made over to the house of Rothschild, at the then value of 60*l.* for every 100*l.*, which is the equivalent of 480,000*l.* instead of 800,000*l.*: but the Rothschilds not being desirous of paying the capital in ready money, it was stipulated that they should pay interest upon it at the rate of three per cent. annually, from which has accrued a yearly increase of 14,400*l.* The Rothschilds, however, having lent the money at seven per cent. interest, they have, in twenty years, made a profit on the transaction of 19,200*l.* yearly, or in the whole, of 384,000*l.* They were also allowed to retain the interest due to the Confederation in their own hands, on condition of their giving credit for it at the rate of three per cent. Out of this interest the Diet have drawn the expenses attendant upon certain proceedings adopted against the late Duke of Brunswick. Had they not been so precipitate in the sale of the claim to that house, the capital and interest alone would have amounted, in the twenty years now elapsed, to upwards of 1,600,000*l.*; a sum more than sufficient to have constructed two such bulwarks as Rastadt.—(*From a Swabian Paper.*)

## • DENMARK. •

## MILITARY RESOURCES.

The army permanently on foot consists of 12,016 men (three-fifths per centum of the population) and 3717 horses; but at the season when the furloughs are recalled, and the annual drill and exercise take place, it is raised to 24,867 men (about one and one-fifth per centum on the population) and 18,067 horses: these amounts, however, do not comprise the men employed in the baggage-train, hospitals, at head-quarters, &c., or the troops on duty in the transatlantic colonies, the Faroe Islands, or the station at Bornholm: inclusive of all these, the total force amounts to nearly 72,000 men. Of this force the constituent parts of the Holstein-Lauenburg quota are,—1. The contingent of the Army of the German Confederation for which the duchy is liable; which is equivalent to 1 per cent. of the population, or 3000 men with 8 guns, forming the First Brigade of the Second Division of the Tenth Corps of that Army, and composed of 259 artillerymen, 36 pioneers and pontoonmen, 514 cavalry, and 2791 sharpshooters and infantry of the line. 2. The "Supplementary force" (*Ersatz mannschaft*), which is at the rate of about one-sixth per cent. of the population, or 600 men; and, 3. The Reserve, which forms an additional force of 1200 men. Besides these military resources, the regular and disposable National or Civic Guards in the kingdom of Denmark Proper amount to 8606 men, of which Copenhagen alone furnishes 5698, and the duchies of Schleswig and Holstein-Lauenburg, 1319; of which Altona supplies 1083, and Rendsburg 236. There are Civic Guards, less

regularly organized, in several other towns of those duchies, but we have no returns of them before us.

## PRUSSIA.

### CORPS OF OFFICERS.

In November last there were, in the Prussian Army, 12 full Generals of cavalry and infantry, 26 Lieutenant-Generals, 63 Lieutenant-Colonels, 547 Majors, and 1542 Captains; of whom 380 are attached to the Landwehr, 19 to the Gendarmerie, 7 to the Corps of Cadets, and 5 to the Baggage-train.

## SAXONY.

### STATISTICS.

In 1836 the number of births in this kingdom was 65,525; being 687 less than in 1835. Among them, there were 9164 births of illegitimate children, of whom 494 were born in the capital, Dresden. There were also 840 pair of twins, and 2 instances of three born at one birth; and there were 3119 still-born. The number of deaths was 46,993; being 1953 more than in 1835. According to an approximate calculation, the whole population of the kingdom at the close of the year 1836 amounted to 1,637,000. The number of marriages in that year was 13,321, of which 175 were of Catholics with Protestants, and 71 of Roman Catholics. The Budget estimates the receipts of the kingdom for 1837 at 5,191,147 dollars (about 741,592*l.*); and for the two succeeding years, 1838 and 1839, at 5,074,313 dollars (about 724,902*l.*) in each year. These receipts include 9098 dollars (about 1300*l.*) as the net produce of the china manufacture at Meissen; 219,000 dollars (about 31,285*l.*) as that of the Post-office; and 1,589,570 dollars (or about 227,081*l.*) as that of the Customs. The expenditure for 1837 is estimated at 4,830,184 dollars, or about 690,026*l.*; and that for the succeeding two years, at 4,879,695 dollars, or about 697,099*l.*, in each year. The latter are the amounts of the respective grants voted by the National Legislature, in opposition to the Government, who had asked for 5,109,127 dollars, or about 729,875*l.* The pecuniary contingent to the funds of the German Confederation amounts to 5000 dollars, or about 714*l.* per annum.

## ALGIERS.

### COMPOSITION OF THE FRENCH FORCES.

The Army is composed in part of regiments of the line, which are drafted into Africa for a given term of years, at the end of which they return to take up their quarters in garrison-towns in France, and in part of independent corps, which are specially enlisted for service in Africa. The latter consist of

The Corps of Zouaves.

The Regiment of African Chasseurs.

The Corps of regular Spahis.

The "Bataillons d'Afrique," or African Light Infantry.

The "Tirailleurs d'Afrique," or African Sharpshooters.

The Foreign Legion (since despatched into Spain).

Marshal Clausel first formed the *corps of Zouaves*, which were recognised by a Royal decree in March, 1834. Their original organization was two battalions, each composed of eight companies. It was intended that the whole corps should consist of Africans, but Frenchmen and foreigners are admitted into the ranks. At the close of the year 1832 the two battalions were reduced to one of ten companies, as it was not found practicable to fill up the numerous casualties by enlistment. In December, 1835, the

command of the corps was given to Lieut.-Colonel Lamoricière, one of the youngest and best officers in the French army, and the Zuaves were re-organized into three battalions; two of them are composed of two-thirds of French soldiers and one-third of native Africans; the other, wholly of Frenchmen. The officers, who at first wore the Turkish costume, have now adopted the French uniform, as, in this respect, the Government left them to their own choice: and it is a prudent one, for a European officer in Oriental costume is a butt, in general, for the jeers of the natives.

The *Chasseurs d'Afrique*, or African Chasseurs, quartered at Algiers, Oran, and Bona, consist of three regiments of cavalry, the raising of which was authorized by a decree in November, 1831. Each regiment is composed of four squadrons on service and one in dépôt. Before the regular Spahis were embodied, Arabs were allowed to enlist; but, with the exception of the 2nd Regiment, whose head-quarters are Oran, in which a few Arabs are still serving, the Chasseurs have none but Frenchmen among them. They wear a very handsome uniform of the Polish cut; short light blue surcoats with deep folds, and broad crimson trousers. Their four-cornered Hulan cap has been replaced by a straight shako cap. They are the most tastefully-clad troops in the French army, with the exception, perhaps, of the cavalry of the National Guards; and undoubtedly stand indebted to their elegant dress for many a youthful recruit. The lance, with which they were armed at first, was found worse than useless where they rarely came to close quarters with their foes, whose attacks are always opened by mounted riflemen: it has been superseded by a musket. They are also armed with long sabres, of a very inferior temper, however, to the yatagans of the Bedouins. They are recruited by volunteers from the French regiments of cavalry in this wise: whenever there are many vacancies in their ranks, notice is given to the garrisons in the various towns in France that "*hommes de bonne volonté*" are wanted, and if the numbers required should not be forthcoming, recourse would be had to the ballot, and such as were drawn would be compelled to serve; but there has never been a necessity for resorting to the latter alternative. Next to the Zuaves, the Chasseurs are the most useful troops which the French have in Africa: they are much dreaded by the Arabs, who hover about the infantry on their swift-footed barbs and set them at naught, but are frequently overtaken on open ground by the French horsemen, from whom they know no mercy is to be expected. In fact, the Chasseurs never give any quarter; nay, though a bounty of twenty francs has been offered them for every living prisoner, they prefer cutting off his head, well knowing that the same lot awaits their own if they should ever fall into the clutches of an Arab adversary. They are not only of athletic make and handsome stature, but notorious for excelling every other corps on service in Africa in intelligence and adroitness.

The corps of regular Spahis is composed almost wholly of natives, but a second visit to Africa has abated my former estimate of their gallantry. They are an efficient body of men as a movable corps of cavalry, or when doing police duty, but in action are greatly inferior to the French. They are not to be depended upon when matched against an enemy at all superior in numbers. General Bro, who has commanded them on several expeditions, remarked to me when speaking of them—"When the Hadshuks made a dash at me, I had no fear of fronting them at the head of fifty Chasseurs, but when even a hundred Spahis were at my elbow, I had but to cut and run." Their courage oozes unless they have the Chasseurs to lead them, or are supported by infantry. From fear of falling into the clutches of their barbarous enemy, they are as much afraid of a wound as of having their horses killed under them; and this makes them shy fighters.

A.

(To be continued.)

## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*Sir John Cameron in reply to Major Mackie.*

MR. EDITOR,—I had determined not to notice any further communications from Major Mackie, relative to Busaco, after his letter of the 10th May last; but as in a recent communication he brings forward evidence to prove that I was in error respecting the 74th Regiment, I feel disposed to make some further remarks on the subject. The writer states that his object in writing is “to guard the 3rd Division against any further attempt which might hereafter be made to strip them of their honours, which they had borne unquestioned from the day of the battle until the letters of Sir John Cameron and Colonel Waller appeared;” and, he might have added, that of Colonel Taylor, a distinguished officer, at that time serving as Lieutenant and commanding a company in the 9th Regiment, who, in his letter to Colonel Napier, expresses himself thus:—“I do not exactly recollect the terms I made use of to Colonel Shaw (nor, indeed, the shape which my communication wore), but my object was to bring to light the distinguished conduct of the 9th, without any wish to unnecessarily obscure laurels which others wore even at their expense.”

The observation I made upon General Picton did not cast any reflection on the 3rd Division, or any of the regiments composing it, but related solely to the critical situation in which we found his Division at the moment when General Leith came up to his support; an event which rescued his right flank, then completely in the air by the overthrow of the Portuguese troops, and at the mercy of a powerful column of the enemy, which had established itself at that point.

The evidence brought forward by Major Mackie, as respects the 74th Regiment (or rather, as should have been stated, only six companies, three being with Picton at the centre attack, and the light company also absent) is, as far as it goes, satisfactory; at the same time I cannot admit that they could be called the right of the battle line of the 3rd Division, detached, as they were, to the right down the face of the Sierra, and posted in front of the Portuguese guns for their protection. General Leith, who had preceded his Division, and placed himself in observation on the rocks immediately adjoining the guns, could not have seen the 74th, as is evident by his halting the Lusitanian Legion behind the ridge, in readiness to support those guns. Besides, those very guns were the 6-pounder brigade of the 5th Division, the others having been relieved by order of General Leith, when he came up, in consequence of their ammunition being expended; so that, in point of fact, the guns and the Lusitanian Legion formed the extreme right of the battle line of the two Divisions. All this is proved by General Leith's detailed statement of the action.

I beg to state, from the same authority, that the enemy, in ascending to attack the right, disengaged part of his leading column, and branched into two, the first continuing to its right, and the head of the second pointing towards its left, and threatening the position on the right of the road from San Antonio. This column, however, when the first column had succeeded, turned towards its right also, and followed the other, which was gaining the ascent of the Sierra. This will account for what an officer of the 74th states, as to the attempt of that Regiment to check the advance of the column, which he says gave way before them; but which, in reality,

formed a junction with the other branch (as stated by General Leith), and both constituted that formidable body, whose efforts were rendered feeble by the able and judicious manner in which General Leith brought up his corps, and forced the enemy to abandon their position.

Now, Mr. Editor, I am sure you will agree with me, that the services of the 5th Division at Busaco are sufficiently understood by your numerous readers, and that my unnecessary, though very natural, remark on General Picton has brought down upon me the most unwarranted animadversions, and those from an officer who could have seen nothing of what occurred, and whom I, therefore, consider totally incompetent to censure those who were eye-witnesses and actors in the scenes which I have been describing. By the way, I remember having read in Major Mackie's first letter a comparative statement of the losses of the two Divisions, whereby it appeared that the casualties of the 5th were very trifling, contrasted with the heavy losses of the 3rd Division at Busaco. The object of this comparison was, of course, to depreciate the services of the former Division; and certainly, if services are to be considered more or less important according to the degree of chastisement inflicted by their opponents, those of the 5th Division, on this occasion, sink into mere insignificance. This is not, however, I presume, a true and just criterion by which a military man of any experience would judge of the comparative merits of the conduct of troops in action. To enable him to form a correct estimate, he would naturally ascertain the shape in which the enemy advanced, which of the contending parties had the advantage of ground, and the means taken to resist the attack; for, unless troops are fairly brought up to their work, disorder and loss of life must be the consequence. In saying this, I beg that I may not be understood as impeaching the conduct of either of the officers or men of Mackinnon's brigade, who are so honourably mentioned in the despatch; but, as the advantage of ground must have been in their favour, it appears extraordinary that the simple charge down the hill, related by Major Mackie, should have occasioned such severe losses. It would, therefore, be very satisfactory to your readers to be made acquainted with the details of their formation and movement from the time they first discovered the French column.

I conclude by requesting you will insert this letter in your next number, and in the hope that we shall soon be favoured with *quelques éclaircissements* on the subject.

I am, Sir,

Your obedient servant,

J. CAMERON,

Col. 9th Regt., Lt.-Gen.

Guernsey, December 14, 1837.

*Colonel Napier in Reply to the Officers of the 3rd Dragoons.*

Mrs. EDITOR,—In your last number there is a letter from Captain Jebb of the 3rd Dragoons, introducing the substance of a statement which Captain Jebb says was sent to me.

Such a statement was sent to me by Colonel Clowes, with the view of having it inserted in my "History," as a correction of my account of the cavalry combat on the Guarena the 18th of July, 1812.

I offered to insert it, or an abridgement of it, in a new edition, but accompanied by my authorities for the superior accuracy of my own statement. This did not suit Colonel Clowes's views, and a long correspondence ensued, which ended in my refusing to insert Colonel Clowes's statement at all, or to alter my own. Colonel Clowes is at liberty to publish that correspondence, and I adhere to my original statement, because I have the testimony of several eye-witnesses to its accuracy, and to the inaccuracy of the statement now published by Captain Jebb; and as a discreet historian I abide by the authority of the many.

The officers to whose written testimony I allude are, Colonel Brotherton, General Alten's Brigade-Major, and the present Adjutant of the 14th Dragoons. I shall be quite ready to publish their letters if I am called upon to do so; but I do hope that this will not be necessary, and in that hope I remain,

Sir, your obedient servant,

W. NAPIER, Colonel.

### *Royal Naval Mates.*

MR. EDITOR,—Having lately commanded a 10-gun brig, and knowing the responsibility of the Senior Mates of vessels commanded by Lieutenants, and the onerous duty which they at all times have to perform, I am induced, after much reflection, to offer a few remarks, through the pages of your valuable journal. At present the Senior Mates hold their rank (by warrant) from and depending on the will of the Lieutenants commanding; whilst Assistant-Surgeons, Second-Masters, and Gunners, receive their warrants from the Admiralty, although inferior officers. I need only mention the Courts of Inquiry that have lately taken place on board the *Curlew*, *Nautilus*, and *Saracen*, to prove the necessity of Mates receiving their warrants from a higher authority than a Lieutenant. I should also suggest an increase of 30*l.* or 40*l.* yearly to Mates while performing that duty.

I remain, your obedient servant,

Cowes, December 5, 1837.

A LIEUTENANT, R.N.

### *On Brevet Promotion.*

MR. EDITOR,—It was not until this morning I had an opportunity of reading in the September Number, page 114, of your valuable journal, the article by Miles, entitled, "The Inadequacy of General Brevets to reward Military Services," &c. Passing over several just observations, I come at once to that part which I consider unfairly stated, at page 115, with regard to officers who are now and have been a length of time on half-pay. Miles proposes to draw a distinction between the promotion from active service and half-pay, by filling up certain vacancies which occur amongst General Officers, by promoting such Colonels by seniority *as are actually serving on the Staff or regimentally*, and allowing the Regimental Commissions so vacated to be filled up without purchase. This may be very agreeable to them certainly; but Miles seems to forget that he is fixing upon the very persons who have been already favoured beyond their brother officers by being employed on the Staff or with a Regiment, to the exclusion of others who are and have been as ready and willing as themselves to serve and be relieved from half-pay, at any opportunity that may offer, and are known at the Horse Guards to be so desirous, where constant interest is making to be employed on full-pay, and more particularly on the Staff, which is included in Miles's plan. Suppose a Staff appointment to be vacant, or a Lieutenant Colonelcy of a regiment abroad (no matter where) to become vacant, and it was known that it would not be filled up in the regiment, would there not be numerous applications for it by officers on half-pay? and whoever succeeded in obtaining it would generally be considered as possessing great interest, and congratulated by his friends on his success. On the contrary, when a Second Major is reduced, or any officer placed on half-pay, it is thought a misfortune to him, which by Miles's plan is to be *perpetuated*; at least he is not to have the same fair chance as others, although it was against his inclination and desire to be so placed on half-pay. Even those officers, to whom it may be

convenient, as a temporary measure in time of peace, to retire on half-pay, with the concurrence of the General Commanding-in-Chief, which some of the best and most deserving officers in the Service have done, would be harshly treated if not allowed the same advantages as others. Those who have taken a difference on going upon half-pay, or from particular reasons are not desirous of serving on full-pay, and known as such at the Horse Guards, and which is constantly in their power to ascertain by inquiry, do not in consequence participate in the Brevet. Miles further observes, "nor could Colonels on half-pay have any just reason to complain that those of their rank who have continued at the labouring oar should get their promotion before them." I beg to differ very much indeed with Miles in this opinion; the misfortune is, not having an oar to labour at. Suppose Miles to have been reduced with one of the battalions even as far back as 1816, when so many Field-Officers were placed on half-pay in one month, and should now find himself at the head of the list of Colonels upon half-pay, with his offer of employment still remaining at the Horse Guards, and occasionally renewed, as we are told there is an understanding at the Horse Guards that an officer on half-pay is to renew his offer of service on attaining another step of rank whilst he is on half-pay—(I have never met with one officer that has seen such an order; and if any to that effect is in existence, you would, Mr. Editor, confer an obligation on the Service by a copy of it in your excellent Journal, for the benefit of the rising generation of Field-Officers)—how would he like to be passed over by a junior officer, who has had the great good fortune to be constantly employed on the Staff, or full-pay of a regiment? His feelings must be very different from those of officers in general who have been in the Army such a length of time as to look confidently forward to obtain the rank of Major-General.

#### HALF-PAY WITHOUT A DIFFERENCE.

United Service Club, 5th Dec. 1837.

\* \* The arguments of our correspondent are, for the most part, similar to those which we have repeatedly used on the same subject. They place the claims and predicament of involuntary half-pay officers on the right footing. Nothing can be more absurd than that full-pay officers should be exclusively rewarded for their good fortune, while those thrown on half-pay should be punished for their forced privation.—ED.

#### Army Medical Officers.

MR. EDITOR,—By the warrant dated 29th July, 1830, Army Medical Officers, instead of reaping any benefit, suffer a positive loss from the two first rates of pay allowed to Surgeons for length of service, although they may have actually served double the time prescribed by these rates, because they continue to hold the rank of Assistant so much longer than could ever have been contemplated.

The present rule keeps us in utter poverty till we attain the rank of Surgeon, which cannot be expected under twenty years at least; in fact, the old Assistants who are now in course of being promoted have generally been nearer thirty than twenty years in the service, if we take into account their time on half-pay, which in most cases was against their wishes by reduction. When we at last obtain the rank of Surgeon after this very long period of probation, instead of being allowed the rate of pay prescribed for our actual period of service, we must begin on the lowest rate, viz. 13s. per diem, and continue so for two years, then come to 15s. for the same period, before we arrive at the rate allowed to our term of service, supposing that to be twenty years. We are thus doubly punished by the present slow rate of promotion; first, by continuing so long in the rank of Assistant

without increase of pay beyond ten years; and, secondly, by not being allowed the pay to which our actual service has entitled us until we have served four years on the two lowest rates; thus the benefit intended to be conferred on us by the establishment of a graduated scale of pay for length of service has been turned to our disadvantage.

A simple remedy and great encouragement to the juniors would be to give the rank and proportionate pay of Surgeon to those who have served fifteen years on full pay, 13s. per diem after ten years, and the present 10s. after seven years.

Old Surgeons, after serving for a quarter of a century in all climates, find it a hardship to be ordered abroad, and probably to a tropical climate, when they have no longer the stamina and ardour of youth, in order to complete the last five years of their time, viz. from twenty-five to thirty; especially as, without doing injustice or dealing harshly with any one, a remedy could be readily provided which in its turn would become applicable to those now of twenty-five years' standing. There are at present about forty Surgeons, who, having completed their thirty years, still remain in the Service because they hold *permanent* Staff situations or Cavalry Regiments at home. Let them either retire on their allowance, or take their turn of Foreign Service, filling up their places by Surgeons of thirty-five years or upwards, who in their turn are to be subject to the same rule. The most *striking* instance of *permanent home appointments* may be seen in Ireland, where the Chiefs of the Medical Staff have remained for the last thirty years at least, and none of them can reckon ten years' Foreign Service in any climate.

We anxiously expect some improvement in our department, from the well-known discrimination and urbanity which we have all felt in our official correspondence with the present Secretary at War, and trust that the present is a favourable opportunity, and that one of the first acts of Her Most Gracious Majesty may be to ameliorate the condition of those officers to whose care she has intrusted the health of her Army spread over so many and some of them so fatal climates. I believe it will be found that the rate of mortality is considerably greater among Medical Officers than any other class in the service; and this may be easily accounted for, since, whenever an epidemic disease makes its appearance, every precaution is taken (and very properly so) for the preservation of health by others; but this is the very time that we must render ourselves more susceptible of disease by fatigue, anxiety, irregular hours, and other causes arising from constant attendance on the sick; and this constantly happens during the *regular* unhealthy seasons in many of the Colonies. We have great pride in being able to assert that British Army Surgeons have never shrunk from their duty under any circumstances, whether of plague, cholera, yellow fever, or any other formidable visitor; and we trust that our claims to partake in the general benefits lately and about to be conferred by Brevets on the officers of the Army at large will meet with due consideration.

MEDICUS.

#### *Mr. Alison's History and the Attack on Buenos Ayres.*

MR. EDITOR,—In a work so extensively popular amongst the higher classes as that of Mr. Alison, it is of importance that no military error, however trivial, should escape reproof; and in his account of the Buenos Ayres affair, that historian has given countenance to a popular prejudice, mischievous in its origin and perilous in its results.

It will at once be perceived that we allude to the assertion that White Locke's failure arose from his forbidding the troops to load. If the histo-



rian had turned over the files of your Journal, he would have found that the *unsuccessful columns did load*, and assuredly their defeat was not less decisive on that account. No military man of the Picton school need be reminded of the absurdity of firing at stone walls, or the impossibility of stopping fire if soldiers are suffered to load. Sir Samuel Auchmuty, whose attack was magnificently executed, concurred in and fulfilled the orders of his chief, Lord Lake, President of the Court which approved that order; and that order alone, if deficient in theoretical knowledge, had assuredly proved him in no wise deficient in skilful soldiery and practical power on the field of battle.

The total disuse of fire by storming parties was not projected by White-locke, but by Gustavus, and enforced by Saxe, and enjoined by the great Frederick, and practised by the greater Suwaroff, and was invariably adopted by Sir Charles Grey, whose orders were copied at Ciudad Rodrigo and Badajoz. Had Napier permitted his followers to load, the breach of Ciudad Rodrigo had never been gained by Saxon valour. It was not by blazing in the air that Picton forced the Castle of Badajoz.

From whence arose the check at Bunker's Hill and the confidence imparted to the American rebels? Whence, but from Burgoyne having attacked in heavy marching order with loaded arms. Fired on, the men fired for half an hour in return; and, after losing 1000 of their number without hitting 100 opponents, the survivors, who had so vainly expended their ammunition, stormed the works in five minutes by a rush with the bayonet. So sensible was Burgoyne of his error that he devoted the last year of his life towards composing and introducing a mode of performing a bayonet exercise on anatomical principles. Its adoption was defeated only by his death. The instructions drawn up by Lieutenant Gordon may be seen in the British Museum. For our own part we deem them preferable to the German, as capable of performance with less fatigue, and peculiarly suited to the English character.

To our soldiers stationed in Canada this exercise would prove invaluable, both as teaching the men to spare powder and dispensing with the necessity for unflinching their pieces on a slight attack or escalade. For men trained to fence with the bayonet would no more think of firing at an insurgent whom they could pierce without danger to themselves, than men versed only in the manual of closing on an adversary who stands firm with fusil at the charge. Why might not the training deemed necessary by Burgoyne, after his bitter experience in the American war, be adopted now when we are hourly threatened with a Canadian revolt? Why should it not be established as the Victoria Exercise to the perpetual honour of our virgin Queen?

BAYONET.

### *Of a Coronation Promotion.*

MR. EDITOR,—It is notorious that the last coronation was done cheaper than any of its predecessors for a series of reigns—probably by contracts at per head or per ceremony. The champion left out by particular desire, because the rads took exceptions at his “brass breeches,” or, more likely still, perhaps, they found out that he was a sailor. It was, in fact, according to the wags, a half coronation; no promotion—no feed—*no nothing*, as Lord M. said in the House upon another subject. Now, Mr. Editor, my object in writing is to pray your advocacy; let us have a good Brevet; nay, the Horse Guards, we are sure, will want no urging; but let the sister service go hand in hand with their more fortunate brethren in rewards as well as fighting. Be generous as you are just, and send Lord Minto a copy of your next Number with an eloquent appeal in favour of the

great unpaid, or the great unpromoted—in short, the thrust-aside, little heard-of, and less cared-for Navy of England.

"A splendid Brevet!" "A most liberal Brevet!" exclaimed every military man I met with in town last spring. What said the sailors? They were outrageous. "A paltry thing—unworthy, insulting, disgraceful!" and the like. There is an old story of the cook of a man-of-war and a Captain being tried on the same day—the former was trounced, the latter acquitted—each justly, perhaps,—but the first cried, "Ah, had I been tried by a court-martial of cooks, &c.!" The inference is, that had any but Admirals and Captains had the concocting of the promotion in January last, the result would have been different. Regard, Mr. Editor, the following statistics:—

Rank	On List previously to the Promotion.	Added.	Remarks.
Flag Officers . . . . .	130	38	} Making 72 Captains promoted to a higher rank.
Retired Rear Admirals .	25	34	
Captains . . . . .	750	25	
Commanders . . . . .	825	25	
Lieutenants . . . . .	3000	25	

"But one halfpenny-worth of bread to all this sack!"

Justly might Mr. O'Connell exclaim, "Well, well, well!" or the cries of "Oh, oh!" resound through the House. Did the House ever give a thought to the Navy, except to cut down the supplies? Would that the Member for Kilkenny might bring its attention to these *items*! bearing in mind that half the actual list are worn out and unfit for service in a war. Promotions such as this are the way to *reduce* the navy with a vengeance, nay, to exterminate it most effectually, and that at a nearer period than even the Republican party can hope for. Talk of the expense of keeping up a fleet! Inspect rather the Ordnance accounts for last year and the preceding, and see 600,000*l.*, creditor the Queen of Spain.

R. N.

### *On the Pay of the Medical Officers of the Navy.*

MR. EDITOR,—I read with much interest in your Journal for July, 1836, p. 359, an important article on the great and rapid increase of the French Navy; and another article, p. 392, on the superior advantages which the Medical Officers of the Army enjoy over those of the Navy. Permit me to offer a few remarks on the present state of Europe and America, for the purpose of showing that England cannot retain her naval supremacy in future wars without many ameliorations and improvements hitherto untried, among which I consider an augmentation of the pay of the Surgeons of the Navy to be one of the greatest importance, as the comfort and health of our seamen must greatly depend on the skill and zeal of the Medical Officers.

England is distinguished from all other nations by the circumstance that her naval supremacy is necessary to her existence as an independent power. Other nations may be great and flourishing without maritime superiority. It is not so with England—*aut Cæsar, aut nullus*, must ever be her motto.

The destruction of the fleets of France and Spain, under the auspices of Nelson, Strachan, Duckwater, &c. &c., left England without an enemy

to cope with on her own element. Hence, naturally, arose a neglect of the Navy to a certain degree; so that at the close of the war only a small part of the crews of our men-of-war consisted of prime seamen. To this cause we unquestionably owe the slight obscuration of our naval glory during the short war with America. The navy of that imperial republic then consisted of ten or twelve powerful frigates, which, though so named, were not less effective than some of our line-of-battle ships. They were well manned with good seamen, of whom too many were the natives of our beautiful island. During the war with France we obtained the services of some of our best seamen by taking them from the merchant ships of America and other powers. The United States are now too powerful to submit to this in any future war. It may even be feared that a conviction of the power of that republic to protect them may induce even more of our sailors than formerly to evade serving in the Royal Navy, by taking refuge in American ships.

The hardships and dangers of the naval service are so great, that justice, as well as policy, demands the sedulous attention of the British Government to the comfort of our naval officers and seamen. Every Englishman may be assured that the maritime supremacy of England excites the envy and hatred of our old rival, who contemplates it with the same feelings which actuated Satan in his address to the sun—"How I hate thy beams!" There is nothing more conspicuous in the history of that powerful and ambitious nation than her amazing elasticity, and the wonderful rapidity with which she resumes her strength after the losses of the most disastrous war. Her Minister of Marine has recently proposed that the pay of all the officers of the Navy shall be the same, whether they be engaged in active service or not. The revenue of France is at this moment equal to our own, without the encumbrance of the interest of an enormous debt. The conclusion I would draw from these premises is that the glory and safety of our country demand an increased attention to the interests of the Navy, with the most rigid economy in every other department.

I conclude this letter by laying before your readers an improved scale for the pay, half-pay, and retirement, proposed for the medical officers of the Navy.

## FULL-PAY.

	Under 6 Years.	6 and under 10.	10 and under 15.	15 and under 18.	18 and under 25.	25 and under 30.	Retirement.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	If from bad health, on Two- Thirds of their Pay.
Assist.-Surgeon	6 6	7 6	8 6	9 6	16 6	12 0	
Surgeon . .	12 0	14 0	16 0	18 0	20 0	22 0	
HALF-PAY.							
Assist.-Surgeon	3 0	4 0	4 6	5 0	5 6	6 0	To be at liberty to retire on Half- Pay after a ser- vice of 20 Years.
Surgeon . .	6 0	7 0	8 0	9 0	10 0	11 0	

I am, Sir,

A FRIEND TO THE WOODEN WALLS OF OLD ENGLAND.

*A Sapper to Captain Gilbert, on Sponges.*

MR. EDITOR,—My comrades here tell me (for there are some amongst them who know you very well, Sir) that I need not scruple to address you, being quite sure that you will condescend to pay attention to the remarks of even the lowest in the ranks who may venture, in his zeal for the good of the Service, to offer an opinion upon subjects which he may have the vanity to fancy that his experience has given him some slight knowledge of. Now, you must know, Sir, that I am a Sapper, but was born and bred amongst the Gunners, and my father, and grandfather before him, were Gunners, which makes me feel a deep interest in everything that relates to the *Sister Service*, as the Artillery is called, especially as I have got many friends and relations belonging to it who might chance to be sufferers if the letters I have been reading in your two last Numbers, relating to the sponges of guns, should remain unanswered, and Captain Gilbert, the writer of them, should be the means of causing any dangerous change in the construction of the present sponge, or in the mode of using it. But since Captain Gilbert says his object is to “raise the question,” if nobody else who is better qualified to speak upon the subject will think it worth while to reply to him, I am sure he will not think it is taking too great a liberty with him in so humble an individual as myself venturing to do so—my excuse being, as I said to you before, the good of the Service.

When I was a lad, my father got me taught gun-drill; and I well remember once getting a thump over the head by the man who sponged for not serving the vent properly—so very particular were the drill-sergeants of that day upon that point; and the next particular point was, to be very careful that in sponging you sent the sponge home, turning it three times, at least, when pressed against the breech! This practice was so strictly enforced, that, in those times, punishment was sure to follow a neglect of it; and when I asked my grandfather the reason of such strict orders being given on this head, he informed me that it was done to cause the *smothering* of all ignited pieces of wadding or cartridge that might remain in the bore—which reason he practically illustrated by lighting a piece of cartridge-paper and dropping it into his empty *night-cap*, and then stuffing his pocket-handkerchief into the top, gradually forcing it in, though it needed to be forced but a very little way ere the paper ceased to show its light at the bottom of the *ale-glass*; and I’ll answer for it, long before the pocket-handkerchief had reached the bottom no spark was there to be found.

Query, Mr. Editor, would this have been the case had there been an *unserved* vent at the bottom? But since my grandfather’s time, Sir, we Gunners and Sappers have been progressing, as the Yankees say, in learning, and have been led to inquire into the causes of things of this nature, especially since a gentleman of the name of Faraday has been giving lectures to our young gentlemen at the Woolwich academy, and set us all talking of what we before knew very little about. One of my comrades, who happened to be working at the repairs there, one day chanced to be near the door of the lecture-room, and heard that clever man say something about the necessity for a constant supply of oxygen from the atmospheric air to keep any substance in a state of combustion, and that the combustion immediately ceases, or, in other words, a flame or spark will immediately *go out*, when that supply is exhausted. It, therefore, occurs to me, that the rule of the service in my grandfather’s time was not adopted without its necessity having been proved *by practice*, if not known by theory. If Nos. 2 and 4 are smart fellows, and attend to their duty properly, they will have their thumb and sponge in their proper places—the one on the vent, and the other in the muzzle, the instant after the explosion, by which means time will not have been allowed for the atmospheric

air to entirely replace the smoke and noxious vapour still remaining within the bore; the extinction of sparks by this means becomes more certain and expeditious, especially if the sponge is sufficiently high to *fit pretty closely to the bore*, for then it will only allow the purer portion of air to pass through its woolly surface towards the muzzle, *which it always does*, leaving the heavy foul air and smoke to be condensed within at the breech, thereby ensuring the total extinction of all sparks.

I trust that the above will clearly point out the necessity there always must be for a well-fitting sponge sufficiently high to admit of its being forced home by the ordinary strength of a man, without *easing the thumb* from the vent; that is to say, that it shall be just sufficiently high to allow the pure air within to pass its woolly sides when so forced; but on *no* account should it be *easier than that*; for if, as Captain Gilbert suggests, it should give a windage "equal to that of the shot," then the foul air would pass out and a fresh supply of oxygen rush in, to fan the flame of any audacious spark found indulging in *sweet* slumbers in a *honeycomb*. The same effect would also be produced if the thumb of No. 4 is not kept as tight as wax; and if one of my kinsmen amongst the gunners should happen to be the unfortunate wight serving the vent when an accident occurred, in consequence of a discontinuance of this good old practice of my grandfather's time, I fear I should not have to thank Captain Gilbert for suggesting *so dangerous an innovation*.

With many apologies to you, Mr. Editor, for taxing your patience to read this long story, all about a sponge, and leaving it to your better judgment to decide whether it is worthy a place in your valuable pages,

I have the honor to be,

Your humble and obedient servant to command,

SON OF A GUN.

P.S. Captain Gilbert states in a P.S., "that in the only two instances of accidental gun discharges which he has found on record, the sponges were on examination found to be nearly new, and nicely fitted, *i.e.*, close but easy to move." All I can say to this, Sir, is, that the accident was not attributable to the sponge, which was just what it ought to be; but to the *inattention* of Nos. 2 and 4 in not sponging *home* with a *well-served vent*.

It so happens that I have at this present writing an old Gunner Pensioner sitting by my side, who supplies me (as a witness of the occurrence) with the following anecdote for my P.S., which Captain G. is welcome to, as a *third instance for his* :—

In the month of May, 1815, when the present King of Holland paid a visit to Ostend, which was then garrisoned by British troops, two of our gunners, when in the act of ramming home for a second round in saluting his Majesty, were disabled for life by the premature discharge of the gun they were loading; and the cause of this accident was attributed to the *defective sponge*, which was one of the French *brush* sponges, and which of course allowed the air freely to pass between its bristles, in the manner suggested by Captain Gilbert, to whom, I trust, I have now succeeded in exposing the danger of even *suggesting* alterations in established regulations, without fully investigating the cause of their adoption, and being able to *prove* the greater security of any proposed change.

My watch tells me that the small hours are at hand, and my *regulation dip* gives audible hints that I had better at once spin out my yarn with a final illustration in aid of my *grandfather's nightcap*. This I now do, Mr. Editor, by putting my *extinguisher* upon the glim, and wishing both the Captain and yourself a very good night.

R. S. and M. Library, Woolwich,

16th November, 1837.

*Adjutants.*

MR. EDITOR,—Having observed the successful result of numerous measures advocated, by and through your able Journal, I am induced to address you on a subject which I conceive not altogether unworthy of your consideration.—I allude to the case of Adjutants who have served upwards of seven years with the rank of Lieutenant, but who derive no additional advantage, whilst the Lieutenant not holding that situation, and consequently having fewer responsible duties to discharge, receives an extra shilling a-day after that period. Surely it is highly incongruous that length of service should be taken into account in one instance and not in the other, especially when the excluded party is, at least, equally entitled. I am confident the subject only requires to be brought to the notice of the Secretary-at-War, for, certainly, withholding the boon cannot be justifiable from any equitable consideration, and the increase of expense is too trifling to warrant its being refused, on the score of economical expediency.

I remain, &c.,

July 30th, 1837.

A FRIEND TO EQUITY.

*A Voice from a "Vieux Moustache."*

MR. EDITOR,—You have boldly stepped forth as the advocate of the United Service, and nobly are you acquitting yourself. In the hopes of inducing you to plead our cause, I lay before you the case of those officers, who, although they have long held commissions in the Army, are nevertheless young Captains.

To those officers who unfortunately are unable to purchase, or who belong to those branches of the Service in which purchase is not permitted, the only hope of promotion is a general Brevet. This, we are told, is an equal and just promotion, given, without distinction, to all, as a reward for length of service. Let us examine the correctness of this statement. Let us suppose that two officers got their first commissions in 1812—one was promoted to Captain, after ten years' service, in 1822, and, consequently, got his Majority by the last Brevet: the other, being unable to purchase, or belonging to one of the above-mentioned corps, did not get his Captaincy until 1833: and, therefore, although he has served the same length of time as the former, has no chance of being included in a Brevet for many years to come. Neither of these examples is merely supposititious. In the first case ten years was not an unusually short period to be a subaltern; and a glance at the Army List will show that there are too many included in the second. But the services of an officer, whilst holding the rank of subaltern, are not, and ought not to be reckoned! Who asserts, this with an unblushing front? What! are long years of unwearyed zeal, spent in conducting the most necessary part of the discipline of an army, to go for nothing,—at one time under the burning sun of Africa or India,—next, with the constitution shattered and the frame relaxed by those climates,—visiting the sentries and facing the midnight storm in our North American colonies? Shall it be said of an officer, after performing such duties—as many a young Captain has done, for upwards of a quarter of a century,—because for twenty-one years of that time his duty was more severe, he shall not be permitted to share in the rewards of those officers of equal or even shorter standing, who have been more fortunate in their promotion to the rank of Captain?

Are there none of our superior officers of high rank and influence to advocate our cause, save Sir Henry Hardinge? Is there not one of the 668 Members of the reformed House of Commons who will bring forward a motion that justice may be done to the veteran soldier—to him who has perilled his life in the battle—who has endured the privations of many a campaign—who has braved the stormy spirit of the Cape—penetrated the

fogs of Newfoundland—has breathed the hot winds of India and the frozen blasts of the north, for the defence of his country and the preservation of her colonies?

Is the cause of the Negro more sacred, the comfort of the felon more dear, that thousands should be spent upon them, and the veteran left unrewarded by a step of rank and a mite of two shillings a-day additional pay? Let those who think so sit at home in peace and enjoy as they may the luxuries imported from our Colonies—in the four quarters of the globe, with the solacing knowledge that this peace was wrung from the enemy—these Colonies acquired, defended, and preserved by the neglected veterans of the United Service.

Can it be, that we appeal to the British Nation, the British Senate, in vain? No, there must be many generous bosoms which respond to the call of the toil-worn defenders of their country. Let each of these arouse—let no one lay the flattering unction to his soul, that another may plead our cause. The coronation of our youthful Queen draws near—that opportunity lost, the once-ardent soldier will be left by his ungrateful country to struggle in old age under the baleful influence of “hope deferred, which maketh the heart sick.”

I have the honour to be,

Your most obedient humble servant,

Nov. 1837.

VIEUX MOUSTACHE.

#### CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, 21st Dec., 1837.

MR. EDITOR,—The arrival of H.M.S. Hastings, from Lisbon, with Vice-Admiral Sir W. H. Gage, the late Commander-in-Chief of the squadron on the coast of Portugal and in the Tagus, he having been relieved by Rear-Admiral Sir J. A. Ommanney, caused the novel circumstance of five flags flying in the port, viz.: Admiral Sir F. H. Durham, the Commander-in-Chief; Rear-Admiral Superintendent the Honourable D. P. Bouverie; Rear-Admiral C. H. B. Ross, C.B.; and Rear-Admiral the Hon. Geo. Elliot, C.B.; an event rather remarkable during a period of profound peace.

The Hastings had a long and tiresome passage of fourteen days across the Bay of Biscay. Lady Howard de Walden and her family were passengers. The Vice-Admiral struck his flag on the 17th instant, and the ship has gone to Sheerness or Chatham to be paid off, being originally fitted there. On the same day (Sunday) the Inconstant, frigate, came up to Spithead also from Lisbon, having been suddenly ordered to England after Vice-Admiral Gage quitted the Tagus (she made the voyage in five days), and she is now at Spithead waiting orders. Her sailing and other qualities are still of the most superior description. It is conjectured that she will be sent to Canada with Major-Gen. Arthur, the newly appointed Commander of the Forces in that province, but as she cannot get up to Quebec at this season of the year, will land the Major-General at New York. The Inconstant is, however, quite ready for any service, only requiring some partial caulking of the main-deck. We have been in daily expectation of the following ships, their periods of foreign service having expired, and their reliefs having either gone out or on the point of sailing. Rainbow and Gannett, from the North American and West India station; Abasco and Rover, from South America; Childers, Pelican, Victor, and Columbine, from the Cape of Good Hope and Coast of Africa; Portland, Tribune, and Orestes, from the Mediterranean; and Rattlesnake, Zebra, and Raleigh, from the East Indies.

The Seaflower, cutter, and her tender, the Cracker, both under the

orders of the Port-Admiral, having been employed at Guernsey and Jersey for the protection of the British Oyster Fishery for the last three months, have returned to refit. The foregoing are the only foreign arrivals during the month except the Pantaloon and Partridge, tenders to the Royal George, yacht: the first was stationed off the North Coast of Spain, the latter went in company with Childers, Hazard, and Clio, to the Coast of Senegal, on the annual duty of protecting the British merchants in carrying on the gum trade.

Rear-Admiral Ross in the *President*, 52, and Rear-Admiral the Hon. Geo. Elliot in the *Melville*, re-hoisted their flags in those ships the early part of the month. The Captain of the *President* managed to get her to Spithead during the last spring-tides, anchored there about a fortnight, and the Admiral and his suite having embarked, she has gone to Plymouth for twenty-four hours, previous to going to South America. Instead of having the head-quarters, as formerly, at Rio de Janeiro, and a Commodore in a frigate to regulate and superintend the portion of the squadron employed round Cape Horn, Rear-Admiral Ross is to be stationed entirely in the South Pacific for the protection of the British interests at the several important ports in Mexico, New Columbia, Peru, Santiago, &c.; and Commodore Sullivan in the *Stag* frigate will be removed from the Pacific to Rio, and employed on the coast of Brazil under Admiral Ross's orders. It was expected, and great interest used, that the Brazil coast should form part of the Cape of Good Hope command, and thereby considerably increase the advantages of that flag-station; part of the South Atlantic and the Brazilian ports from Cape St. Roque to the Falkland Islands being placed under his protection and control, with an increased squadron of ships and sloops to uphold the British flag. But although the Flag-officer for the time being is a brother of the First Lord of the Admiralty, and it is pretty generally believed that in consequence every means was tried to accomplish the desirable object, yet it assumed too great an act of aggrandizement to be sanctioned at present, and therefore matters are to be as above stated.

The *Melville*, fitted in the same manner that she was when Admiral Sir Peter Halkett had his flag in her in the West Indies, viz. without lower-deck guns, and having a reduced crew of seamen and marines, had not the same good fortune as the *President* in getting to Spithead during the high tides of last week, the wind being foul every day after she was ready to proceed, except one, when it was so light that the pilot would not venture to move her, and all the Government steamers, as is customary when most required, being absent. As the tides got lower, it became necessary to lighten her, that she might draw less water; and 100 tons of stores and water being taken out, thus reducing her draft six inches, she contrived to sail out on Monday last, although blowing very hard from W.S.W. She started about half-past two p.m., close-hauled, with close-reefed topsails, courses, fore-topmast stay-sail and driver, and went to her anchorage in most beautiful style. The Admiral and his family are in the town, perfectly ready and anxious to proceed to his command, and will do their utmost to leave England before the commencement of the year 1838. On his way to the Cape of Good Hope, the Rear-Admiral is to call at the island of Ascension and land Lieutenants Barnes and Noble of the Royal Marines, ordered to relieve Captain Evans, recently promoted, and Lieut. Maltby, appointed Acting Quarter-Master and Paymaster of Pembroke Division; and afterwards at Rio Janeiro and St. Helena, and then proceed to his head-quarters the Cape of Good Hope, where he will most probably find the *Thalia*, with Rear-Admiral Sir P. Campbell, anxiously waiting to be relieved, after a period of near four years' service on the coast of Africa.

The *Thunder*, fitted as a surveying vessel, has sailed for the West Indies, to take the place of the *Lark* schooner, whose officers are to be turned over to her, and continue to be employed surveying the Bahamas, &c.



The Royal George yacht, commanded by Captain Lord A. FitzClarence, having been in commission upwards of three years, has been paid off, and re-commissioned during the present month. She had three tenders attached to her, viz., Pantaloon and Partridge brigs, and Emerald sloop. The Pantaloon and Emerald are retained, and all the officers of each vessel, except the commander of the Partridge, who has been appointed to the Coast Guard. The Pantaloon is ready for sea, and will be kept for any special service that may turn up. The Emerald is a sort of yacht, and often required in the port.

The Tyne, 28, Electra, 18, a new corvette, and Wasp 18 gun brig, are the only vessels fitting in the port. The Tyne will be ready to go up the Mediterranean in about the first or second week in January, Wasp to follow her in a fortnight, and Electra to South America at the same time. They are manned, and the only delay in their equipment is the shortness of the days.

There are but two vessels in the Dockyard ready for commission—the Brisk and Nautilus, small brigs, and doubtless intended for the coast of Africa; they will be reported fit for officers and men the end of the present week, and are rather desirable commands for such as prefer the description of service, which is customary on that coast. The Herald, formerly a diplomatic yacht, is in dock under conversion as a sloop of war; and the Blonde, 46, recently from South America, and paid off by Commodore Mason, is under repair for service, but will not be ready for some months.

It was stated in your last number that the Columbia steamer had proceeded from this port to the north coast of Spain, with Lieutenant-Colonel Parke, C.B., appointed by the Admiralty to take the command of the battalion of Marines serving there; Lieutenant-Colonel Owen being chosen to fill the important post of Colonel-Commandant and Deputy Adjutant-General, in the room of Major-General Sir J. Savage, who has retired from the service.

The appointment of Lieutenant-Colonel Owen (who has arrived in England and commenced duty) to so responsible an office has given great satisfaction to the corps, as he is an able and experienced officer, and most judiciously selected. It has for a long time been a system to nominate individuals to occupy the situation of Senior Staff Officer, and having the command of the Four Divisions, in consequence of their *seniority*, without any regard to their personal or military qualifications to perform the duty, and although most amiable in private life totally incompetent to be entrusted with the command of so large a body of men. The fact is, the parties consider that when they have arrived at that station in the corps such appointments are their *birthright*. The corps, therefore, hails with satisfaction this first departure from birthright system, and trusts the Admiralty will continue to break through a rule which has existed for many years, to the manifest injury of the whole corps. The completion of the retirement of old officers, agreeably to the Orders in Council, is anxiously looked for among the senior branches of the corps, as the youngest Field-Officer has already been forty years in the Service, and the junior Captain twenty-nine years; consequently much remains to be done to render the Royal Marine Corps efficient. The party of Marines lately employed at Lisbon has been moved to Spain by H.M.S. Malabar and Salamander, and also placed under the orders of Lieut.-Col. Parke, with only one additional Field-Officer (Lieut.-Col. Wright); but, with upwards of 1100 men, a Commandant and one Field-Officer are by no means sufficient, and as there are many at the different divisions anxious to proceed on foreign service, no doubt the Admiralty will send two or three to assist Lieut.-Col. Parke in the onerous and responsible charge which he has at the present moment. Since writing the above, Lieut.-Col. Aslett, of the Portsmouth division, has been ordered to hold himself in readiness to go thither, and doubtless more will receive similar communications:

the Marine force on the north coast of Spain now consists of two battalions, the second being under the command of Lieut.-Col. Wright.

As this is not the time of year for moving troops, those in this garrison are the same as reported last month, viz.: the second battalion of the Rifles, and the Depôts of the 5th, 24th, and 90th Regiments in Portsmouth; and the Depôts of the 84th and 89th at Gosport.

The mathematical examination of Midshipmen is still continued in Portsmouth Dockyard, in the building formerly used as the Naval College, and the examinations are conducted by the Naval Commander-in-Chief, the Admiral-Superintendent of the Dockyard, and the Captain of H.M.S. Excellent. Since the abolition of the College the questions have been prepared and the work examined by one of the late Mathematical Assistants and the Schoolmaster of the Excellent, but this month the Mathematical Assistants' services have been dispensed with, and one of the supernumerary Naval Instructors substituted. It is presumed that a thorough knowledge of the system has been obtained, and the Instructors of the gunnery ship will in future do all that is requisite. The following passed for Lieutenants on the 12th inst. :—

Messrs. Dudley Sinclair, Daniel H. McNeill, Thos. Davis, Osmond C. Feaver, A. H. Henry, J. B. Willoughby, J. B. Keast, Thos. J. Smyth, W. H. Pawle, Lord Wm. Compton, Mr. S. J. Bayly.

Plymouth, Dec. 20th, 1837.

MR. EDITOR,—There is a great dearth of news again this month, from the port of Plymouth: very few arrivals of any interest; not a ship paid off during the whole of the month; and only one commissioned, the Britomart, 10, as tender to the Alligator.

On the 26th ult., the Triton, Dutch frigate, Captain Etling, bound to Batavia, came into the Sound, owing to contrary winds. The officers belonging to her visited the Dockyard on the 30th; they appeared to take great interest in the general arrangement of, and works going on in the establishment, and expressed themselves much gratified, on leaving, with what they had seen. After remaining here a week, the Triton sailed, on the 3rd, for her destination.

The Comet, steamer, Lieut. Com. G. F. Gordon, arrived on the 4th of this month, in seventy hours, from Passages; she brought home Colonel Owen of the Royal Marines. Matters were going on very quietly when the Comet left. On the 9th instant, she was employed to tow some old spars hence to Falmouth, to serve as a breakwater in forming a mast-pond there; she returned the next day, and remains here still.

The Semiramis, steam-ship, bound for Bombay, passed this port on the 5th, and put into Falmouth, where she remained a few days, and then proceeded on her voyage, which she expects to accomplish in seventy days, and for which, if performed within the stated time, she will receive a gratuity of 5000*l*.

The Columbia, steamer, in command of Mr. Thompson, Master of the Victory, arrived on the 9th from Cork, having landed there 118 men discharged from the 2nd Lancers of the Legion: she sailed again on the 16th.

The Britomart, 10, having been selected as a tender to the Alligator, Captain Sir Gordon Bremer was commissioned on the 11th instant by one of the Lieutenants (Koupar) of that ship. The Alligator and Britomart are both lying in Barnpool, and will be ready for sea in about a week from the present time, when it is expected they will sail upon the important service to which they are appointed—namely, the forming of an establishment on the North Coast of Australia, for the purpose of protecting the trade between New South Wales and India, and watching over British commercial interests in that quarter.

The Malabar, 74, Captain Sir William Montague, arrived on Friday last (15th), and came into harbour the following morning: she is now dismantling, and will be paid off in the course of a few days.

The President, bearing the flag of Rear-Admiral Ross, is hourly expected here, on her way to South America, to relieve Sir G. E. Hamond, in command of the Dublin, on that station. Admiral Ross goes to the Pacific, where the flag will be stationed in future.

The Pique, 36, Captain Boxer, is the only ship now in the Sound; she has been there the whole month, and there seems to be no probability of her going to sea at present. The Lily, 16-gun brig, is lying alongside the Dockyard quite ready for being commissioned, which is daily expected to take place. The Racehorse, 18, Commander Craufurd, also alongside the Dockyard, is fitting, and will be completed about the latter end of this month. The Druid, 46, and Espoir, 10, are ready for commissioning when wanted; and the Talbot, 28, and Weazle 10, are being brought forward for sea service. The ships in dock are the Thunderer, 84, Endymion, 48, Lancaster, 32, and Resistance, 46, under repair; also the Talbot and Weazle, for a short time only, for temporary works.

The highly respected superintendent of the Royal Naval Hospital and victualling department at this port, Capt. Phipps Hornby, C.B., will shortly leave us, to become superintendent of Woolwich dockyard, in the room of Capt. Sir John Louis, Bart, who is to supersede Rear-Admiral Sir Thomas Briggs at Malta; and it is generally understood that Capt. Hyde Parker, at present in command of the Rodney, 92, in the Mediterranean, is to succeed to the office of superintendent at Pembroke dockyard, vacated by the demise of the late much-esteemed Capt. Cumby. Mr. O. W. Lang, son of Mr. Lang, master shipwright at Woolwich, is appointed to be one of the foremen of this yard, to succeed Mr. Gruselier, who retires upon a superannuation of 160*l.* per annum, at an advanced age, after a very long servitude. And the situation of inspector of shipwrights, occasioned by the death of Mr. Wm. Gruselier, son of the above, has been filled by Mr. Wm. Fox, who has served several years as a leading man, and has been selected for promotion in consideration of his meritorious character.

The Devon lighter arrived this day from Spain; she brings no news of any importance; her passage must have been a very quick one, as letters have been received by her dated 17th inst.

The choice of the first mayor of Devonport, under the new charter, took place on the 14th inst., when Edward St. Aubye, Esq. was elected by a majority of two to one. He is a gentleman admitted by every one to be peculiarly qualified for the office which he has accepted; and it is a fortunate circumstance for the town that an individual of his consideration should have consented to preside over its councils, and, by his influence and example, to assist in giving a character of wisdom and dignity to its general proceedings.

The old Genoa, 74, is to be broken up shortly, and part of the timber is to be employed in repairing the dockyard jetties, for which service sixteen carpenters have been temporarily entered.

In conclusion, Mr. Editor, I wish you the compliments of the season; and may the next and every new year cement more strongly the good fellowship that subsists between you, your readers, and your correspondents.

Yours, &c.

D.

## REVIEWS AND CRITICAL NOTICES.

## OUTLINES OF NAVAL ROUTINE. By LIEUT. FORDYCE.

It is always gratifying to award our meed of praise to those officers who are willing to employ the hours of professional leisure in recording the fruits of their experience: the more so when their remarks and instructions are expressed with modesty and preciseness. On these grounds we have pleasure in recommending to the notice of our readers the volume of Lieutenant Fordyce. A manual has long been wanting in the Navy: for the labours of Captain Glascock and Mr. Martelli, though each had considerable merit, were not complete. It was in some measure to supply this deficiency that the papers entitled "Economy of a Man-of-War" were, a short time since, published in this Journal; and we are glad to observe that Lieutenant Fordyce has appreciated the enlightened and benevolent views which so strongly characterise those essays.

The "Outlines" contain a detailed account of the fitting and management of our ships-of-war; and under this head the author dwells particularly on the advantages of system and uniformity. He supplies a universal scheme of Routine, which, if it is generally adopted after a fair trial, will be the means of supplying a desideratum in the Naval Service.

The important subject of punishment next occupies the attention of the author. "Far is it from my intention," says he, "to call in question the wisdom or propriety of the milder dispensation. On the contrary, my best wishes, hopes, and feelings have ever been enlisted in its favour. But it is quite consistent with all this to state (what I feel sure will be denied by few) that the good government of a ship-of-war—at all times an arduous and difficult affair—is now peculiarly delicate, taxing to the uttermost the talents and temper of the cleverest men, and requiring all the aid which can be imparted from the resources of the general mind." In consequence, the author suggests a complete classification of offences, and proposes (with the exception of the collar) a judicious graduated scale of minor punishments. This part is well worthy the attention of the Service; more particularly as the new Printed Regulations, soon to be published, are expected to supply some advice and assistance on this important subject—suited to the truly gentle and paternal code now adopted in the Navy.

But the most valuable portion of this book is a simple and ingenious Quarter, Watch, and Station Bill. It is grounded on the official Quarter Bill lately introduced into the Service, and combines the entire arrangement (for five different classes of her Majesty's ships) on *one sheet of paper*.

He observes:—"Many ships are months, sometimes years, in commission, before their quarter watch and station bills, sea and harbour routines, and general style of carrying on duty, assume anything like uniformity, consistency, or good arrangement; while plans without end are adopted and abandoned in the interval, as chance and caprice suggest, to the incalculable detriment of the interests of the Service, the efficiency of the ship, and the comfort of all on board."

In the French Instructions is to be found a scheme of general stations, but it is complex and voluminous. Our Admiralty some years ago supplied a Watch and Quarter Bill for the use of 74-gun ships; but this was confused and complicated, and, as its principles were wholly unexplained, it was not understood by the Service, and ultimately fell to the ground. Still, the necessity for some general rule was admitted; and this drew the author's attention to the subject. He consequently compared all the

various plans that could be obtained of the most distinguished officers, and, having combined them with his own extensive experience, the result has been the production of those valuable schemes which occupy so important a place in this volume.

It is to be regretted that there is no index to this book, and that there is no manual for the guidance of officers employed in the now extensive class of steam men-of-war. The somewhat inferior execution of the lithographic part must be accounted for by the extreme cheapness of the work.

As a First Lieutenant, Mr. Fordyce had opportunities of testing the advantage of his systems, and we have it in our power to add to his own experience the testimony of an Officer now in command. It was addressed to the author:—"Strange to say, I have found your book of great assistance. — lent me your Outlines (in MS.), and they are now on my table, and save me a great deal of thinking. Put me down for six copies, and forward them, if possible, by the next man-of-war."

In conclusion, we congratulate the author on the successful execution of his arduous task; and we indulge a hope that his labours for the good of the service,—in which he says he has "spent his life," and of which he has proved himself to be an ornament,—may not go unrewarded.

HISTORY OF THE KING'S GERMAN LEGION. BY MAJOR BEAMISH,  
VOL. II.

THE unusual period which has elapsed since the publication of the first volume of this History, is accounted for by the length of time occupied in the collection and investigation of documents and details, and other circumstances over which the author had no control. Major Beamish gratefully acknowledges his own obligations and those of the Legion to Captain Christopher Heise of the Hanoverian Rifle Guards, by whom the laborious task of collecting and preparing the materials for the completion of the work, including various elaborate lists and returns, has been principally and successfully executed.

Notwithstanding the numerous publications in various forms on the inexhaustible subject of the late war, and with Napier's systematic pages still open before us, we have read this volume with an unexpected interest, considering the triteness of the topic of which it treats. We fully expected accuracy and minuteness of information respecting the body whose story is here especially discussed, and we were aware that those details would be compiled with good taste and ability by Major Beamish; but we were not prepared for a clear and clever compendium of the war, in every branch of which the German Legion was concerned, such as that which this volume presents, in conjunction with its predecessor.

We observe that the arrangement of the matter is modelled on that of Napier: the references are given in the same manner. The Appendix is still more copious than those as yet published by the Historian of the Peninsular War, flashes of whose style are, we fancy, occasionally perceptible in the spirited sketches of Major Beamish, whose own language is always correct and in consonance with his subject. The special purpose of this work, namely, to record the services of the King's German Legion from the formation to the dissolution of that fine and faithful force, is most honourably and effectually attained. It is impossible that a military body could have served the country and the cause for which they were engaged with higher distinction or more unshaken zeal; and it affords their British brothers in arms unfeigned gratification to find that justice

has been done to their Hanoverian comrades in a History which will take a conspicuous place amongst the Military Annals of Great Britain.

There is one feature of this work which we highly approve, and recommend for imitation. We allude to the numerous and well-selected traits of distinguished conduct on the part of non-commissioned officers and privates of the Legion, which are introduced either incidentally as notes to the text, or collectively in the Appendix as extracts from the "Guelphic Archives." These anecdotes are in the highest degree indicative of the fine spirit by which the members of the Legion were actuated, and form one of the most interesting portions of the book. It is needless to add that their publication in this authentic and historical shape must have a most beneficial effect in stimulating the emulation of the young, and gratifying the honest pride of the old soldier. By the way, the Hanoverian army enjoys an advantage over the British in possessing the Cross of King William, an order of merit not extended to the latter, nor supplied by any other in the subordinate ranks.

Amongst the most striking and original passages of this volume is the memorable defence of La Haye Sainte, in the Battle of Waterloo, by the 2nd Light Battalion of the Legion, commanded by Major (now Major-General) Baring, whose narration, inserted in the Appendix, from the Hanoverian Military Journal, is of an interest almost romantic. The devotion of the men, and the heroism of the officers, could not be surpassed. A copious Appendix supplies a profusion of records, references, and tables, with a list of the officers of the Legion to the disbandment of the corps in 1816, including their services, wounded, casualties, honorary distinctions, &c., compiled with great labour and care by Captain Christopher Heise; in short, the History of the King's German Legion must be pronounced as complete a record of its class as exists.

RECOLLECTIONS OF THE STORMING OF THE CASTLE OF BADAJOZ, OF FORT NAPOLEON, ALMARAZ, AND OF THE BATTLE OF CORUNNA. Second Edition. By Captain MACCARTHY, late of the 50th Regt.

WE did not see the former edition of this pamphlet, nor, on perusing the second, are we quite aware of the object of the publication. The author, indeed, informs us that it "is designed to supply the *vast* vacuum in the history of that siege" (of Badajoz), but, with every desire to receive and appreciate the promised information, we must confess that it has escaped us. As a record of the personal experience of a zealous and gallant officer like Captain MacCarthy, who was employed as an assistant engineer to the third division at the Siege of Badajoz, his rough notes possess an interest which attaches to all relations of individual adventure—but neither the style, which is unusually defective, nor the matter of his "Memoirs," invest them with much value as a contribution to the history of the War. With the exception of the siege, the same ground has been gone over by Captain Patterson, a brother-officer of the author.

VIEWS IN INDIA, CHIEFLY AMONG THE HIMALAYA MOUNTAINS. Drawn by Lieut. WHITE, 31st Regt. Edited by EMMA ROBERTS.

THIS is a magnificent volume—splendidly representing a magnificent country. Nothing can be more beautiful than the execution of the views, which are given in profusion, while the letter-press descriptions are proportionately copious, and do Miss Roberts much credit. In these descriptions and historical sketches Runjeet Singh cuts a conspicuous figure. The large outlay of the spirited publishers of this fine work deserves to be

returned with interest, while the costly folio itself will repay the purchaser by the beauty and value of its contents.

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**THE VETERAN—OR, FORTY YEARS IN THE BRITISH SERVICE.** By Captain JOHN HARLEY, late Paymaster of the 47th Regt.

THIS gossiping work hardly comes within the province of criticism—but as these posthumous volumes are edited by the widow of the autobiographer, and published, we conclude, for her benefit, we hope their publication may serve the desired purpose. Objections will, no doubt, be raised against the personalities, though generally good-humoured, which abound in these pages, in which names are introduced somewhat freely—but a winter's evening may be less amusingly beguiled than by the perusal of the late Paymaster's chit-chat.

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#### INVASION COLUMN AT BOULOGNE.

A well-executed drawing of this *imposing* column, made by Lieutenant Newenham of the Navy, after the original design of the architect E. Le Barre, has been lithographed, and presents a striking plan and elevation. It is well known that such a "monument" was "decreed to the Emperor Napoleon the Great by the Expeditionary Army (4th corps of the Grand Army) and the Imperial Flotilla assembled at Boulogne for the invasion of England—23rd Sept. 1804." The design, which is familiar to the visitors of Boulogne, is surmounted by a statue of the intended conqueror of England, as if in mockery of his towering ambition and reverses.

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#### THE BRITISH MEDICAL ALMANACK FOR 1838.

WE notice this medical work, because its pages contain many important facts in regard to the laws of mortality in different diseases which are, we believe, quite new to the medical profession, and with which it is of the utmost importance that officers of that department in our Army should be acquainted, in order to displace those false theories which have hitherto been entertained in regard to the exemption of soldiers from sickness and mortality as they advance in age.

We fear that calculation has hitherto been too little attended to in medical education, and that most of the members of that profession are much fonder of starting theories than of adducing facts and figures in support of them. This cannot, however, be laid to the charge of the present author, who obviously possesses powers of calculation of no ordinary kind, and shows a care in the selection, and a discrimination in the arrangement of his facts, which enable him to exhibit results in the compass of one page worth whole volumes of speculation. It is therefore but justice to such important labours that they should be duly known and estimated by every member of his profession, and for this purpose we are happy to lend our aid in bringing them to the notice of the Medical Officers of the Army.

By an enumeration of the whole population of Sweden from 1811 to 1830, and the deaths at each age, Mr. Farr has fixed the annual ratio of mortality at every age on the most extensive basis ever hitherto obtained. It would carry us beyond our limits to notice all the results on this head; we shall merely exhibit those between the ages of 15 and 50, being the military period of life in our Service.

	Between 15 and 20 years of age.	Between 20 and 25.	Between 25 and 30.	Between 30 and 35.	Between 35 and 40.	Between 40 and 45.	Between 45 and 50.
Out of 100,000 Male persons at each of these ages there die annually . . }	555	869	966	1172	1405	1710	2199

By an investigation of the returns of the small-pox hospitals in London, for a period of fifty-six years, and the official returns of the cholera in Austria, he has also established that the chances of these diseases terminating fatally follows almost exactly the same law. Take, for instance, the deaths in 10,000 cases of small-pox and cholera at each of the following ages :—

	Between 15 and 20 years of age.	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.
Small-pox . .	2440	3407	4654	5853	7941
Cholera . . .	..	3787	4373	5049	5830

Fever follows exactly the same law, as deduced from a variety of observations selected with great care from the fever-hospitals in London and Glasgow; and what is equally remarkable, the chance of recovery from insanity diminishes with the advance of age, in exactly the same proportion as the law of mortality increases. For instance, the recoveries per thousand of those confined in Bethlem Hospital were as follows :—

	Between 10 and 20 years of age.	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	Between 60 and 70.
Recoveries per thousand . }	690	410	342	240	175	129

These important deductions, which we understand the ingenious author is extending to other diseases as fast as the necessary observations can be procured, bids fair to establish that in all attacks the chance of recovery diminishes as the age advances from puberty upwards; consequently, as it is not likely diseases and mortality will follow a different law in one latitude from what they do in another, we may infer that the theory of soldiers' constitutions improving with age is by no means likely to stand the test of calculation.

This assumption is confirmed by the records of mortality in the Prussian Army, which have been collected by the same author for a period of ten years, and which show the ratio of deaths annually in that Service to be only 1 per cent.; while in our Service the mortality, even among troops who never served out of Great Britain, is  $1\frac{1}{2}$  per cent. But the Prussian Army is composed entirely of men between the ages of 20 and 25—ours includes men of all ages, from 18 to 45 or 50; consequently, if young soldiers suffered so much more either from sickness or mortality than old



ones, the mortality in the Prussian Army would have been much higher than in ours.

On these points we apprehend our medical officers have much to learn, and much to unlearn; and there is no way in which they are more likely to arrive at accurate conclusions on this subject than by availing themselves of the information contained in the volume now recommended to their perusal.

#### NOTICES TO READERS AND CORRESPONDENTS.

WE have the pleasure of repeating, for the *tenth* time, our New Year's compliments to the UNITED SERVICE, from which, having redeemed our pledges for the past, we confidently anticipate support for the future.

We shall take a glance at the state of the Navy in our next.

A correspondent, "Miles," puts the following queries, to which, we suspect, he is not likely to receive categorical answers:—

Why is the Military Secretary to the Commander of the Forces in Ireland entitled to a step of Brevet rank, when under the rank of Lieutenant-Colonel, after having filled that appointment for the period of one year, when such advantage is not extended to the Military Secretaries at the three presidencies in India?

Why are Captains and subordinate officers allowed to remain on full-pay when on the Staff, and permitted to succeed with or without purchase, as the case may be, to the rank above them in their regiments, whilst so serving—when, on the other hand, regimental Majors are obliged to be on half-pay when they accept a Staff appointment (except in India), whereby they lose the chance of regimental promotion?

If in the *first* case, precedent is to be quoted as authority, the sooner such invidious distinctions are done away with the better, either by extending promotion to, or withholding it from *all* under the same circumstances.

If in the *second*, it is to be argued that a Field-officer cannot be spared from his regiment, neither can a Captain, say I, *most feelingly*.

Why should not all Staff-officers be selected from the half-pay?—if not, why are the juniors entitled to the advantage referred to?

I have known Captains on the Staff, whose regiments have been in the West Indies and other foreign stations for years, and who have never even joined their corps abroad, and who have never done any *regimental* duty as Captains, enjoying lucrative appointments at *home*, whilst we poor devils were doing their duty in unhealthy climates.

"Climax" will perceive that the subject of his letter is considered in our leading paper.

We regret that Mr. Schetky's letter arrived too late for the present Number.

We shall communicate with Captain G—g on the subject of his note.

Commander D—'s request cannot, unfortunately, be complied with this month.

Our communications from Madras on the satisfactory proceedings of the Steam Committee are also unavoidably deferred.

A mass of contributions remain for insertion as room offers.

EDITOR'S PORTFOLIO ;  
OR,  
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

PARLIAMENT rose on the 23rd ult. for the Christmas Recess—to reassemble on the 16th January. Her Majesty proceeded in person to the House of Lords to give the Royal Assent to the Civil List Bill.

THE mongrel French Faction of Lower Canada, encouraged by the grovelling "conciliation" of the Home and Local Governments, and excited to sedition by one Papineau, the demagogue of the hour with the knaves and fools upon whose shoulders he rides into notoriety, have broken out into acts of rebellion and resistance to the Queen's authority. This is the unfailing result of all temporizing policy, especially with parties alleging grievances merely to cloak premeditated treason. If wrong exist it should be forthwith remedied—if not, its turbulent aversment should be firmly repressed, the public mind be relieved, and the public safety provided for. Of what weight are the insidious declamations and designs of a handful of ambitious hypocrites in the scale with the repose and welfare of a nation? and what is there in law or reason to obstruct or condemn the prevention of a social and political corruption, pregnant with such extensive destruction, though propagated from sources so insignificant?

It appears that bodies of brigands, committed to open rebellion by Papineau, who like all "patriots" of his stamp has himself absconded, skulking from the perils and the penalties he has provoked, have actually braved a collision with the Queen's troops, several of whom have been killed and wounded in opposing overwhelming numbers of this French rabble. If this insolent insurrection do not rouse our lethargic Government, if it do not prompt them to the indignant abandonment of their system of indiscriminate concession and feeble vacillation, and the adoption of measures calculated alike to fulfil the ends of "justice," protect the loyal and constitutional inhabitants, both French and English, composing the majority of the province, and *manfully support the British Officers and troops in the execution of their painful and momentous duties*—then will they incur impeachment and Great Britain basely forfeit the "brightest jewel in her Crown." The proclamation of Martial Law must, we presume, have immediately followed the overt acts of rebellion alluded to; and if it be true as reported, that the French rebels have shot in cold blood a British Officer, Lieutenant Weir of the 32nd, whom they had kidnapped rather than made prisoner,—then do we hope that no quarter will be given to banditti capable of doubly outraging the laws and usages of civilized war, by the cowardly massacre of their captive countryman. In Sir John Colborne, who fortunately succeeds Lord Gosford in the government of the province, we have a guarantee for the firm and judicious exercise of his responsible and arduous office as far as the fetters of his "Instructions" will permit.

We have perused with the deepest shame and disgust the speeches of certain members of the House of Commons on a subject respecting

which, if upon no other, unanimity might have been expected in an assembly supposed to represent the patriotism, and protect the honour, interests, and safety of Great Britain and her Dependencies; the people of both will expect that the fomentation of rebellion and the subornation of treason will be checked and punished as the laws provide, in whatever quarter this species of degeneracy may be exhibited.

Our observations on this insurrection must necessarily be limited at present. We shall recur to the subject with the requisite information next month.

The dissolution of the Secondary Auxiliary Legion, crimped into an extension of Service on the breaking up of the original body in June last, has taken place under circumstances of aggravated fraud, ingratitude, and insult on the part of the foreigners by whom they were hired, and of the most criminal apathy and neglect on the side of the British Government, by which the ignoble contract was suggested and virtually guaranteed. Thus has an expedition, which will ever remain a blot on the annals of Great Britain, been doubly frustrated—failing even beyond the worst fears and predictions of its most decided and consistent opponents; while those who were tempted to take part in its martial mimicry and delusive objects, many, no doubt, from motives not unworthy of British soldiers, have been forced to drain to the dregs the overflowing measure of Christino perfidy and contempt, and of individual disappointment and humiliation.

The conduct of Lieutenant O'Connell, the titular Brigadier of the residuary "Legion," appears to have been spirited, straight-forward, and becoming, under the insults and barefaced breach of faith by which the unfortunate dupes of the Christino Government were driven to lay down their arms. We repeat our hope that this subject will not, as hitherto, be passed *sub silentio* by Parliament, which is doubly bound to resent the insolence of the Spaniard, and compel the execution of his broken pledges in the absence of any effective interposition on the part of the executive at home.

The following is an extract from a communication we have received from St. Sebastian.

The New Legion may be considered as a thing that has been. The Infantry is disbanded, and their arms delivered up; the Cavalry and Artillery, which cannot be done without, are retained in the service. The circumstances which led to this sudden and unexpected measure of General O'Donnell, the Spanish Commandant-General, are variously reported; however, it seems to me that the following is what may be nearest the general truth.

When the New Legion was raised from the wreck of the Old in last June, a contract was drawn up and signed by Colonel Wyld and the Señores Tena and Llanos (the three forming a Royal Commission for the settlement of all matters concerning the British Auxiliaries), and General O'Connell, as the other contracting party, signed for the New Legion. The term of service was to be for twelve months. O'Connell was given full power to withdraw the Legion from the Service, if at any time their pay should be allowed to fall three months in arrears, and in this case the Legion was to be entitled to the pay and gratuity corresponding to the full term of its engagement, the expense of transporting the men and officers to England devolving upon the Spanish Government.

On the other hand, any individual who should withdraw his services before the expiration of the term, his resignation being of his own accord

and for his own private convenience, was to forfeit all claims to pay or gratuity, from the moment of his breach of the agreement.

It so happens, that from the circumstances preceding the disbandment of the 500 men composing the only battalion of Infantry of the Legion, a question arises as to which of the articles referred to they come under;—whether that which authorizes them to discontinue their services if, left three months in arrears, or that of voluntary resignation. It is a question, however, which cannot long remain undecided.

They say that on the 7th instant, on the Legion Estimate being laid before Brigadier Don Juan Tena, *Comisario Plenipotenciario* of her Majesty of Spain, and one of the Royal Commission already mentioned, this gentleman considered himself justified in running his pen through some Field-Officers, whose existence was considered, incompatible with the economy prescribed by the Government at Madrid; nor did he stop until having unhorsed nearly all the Staff, and *renversé* an entire Hospital Corps, the Estimate was returned to the astounded O'Connell, resembling a field of carnage. Tena, who by the way declares eternal hate to the Legion, and is generally known among the English here by the endearing title of "Old Thief Tena," alleges that such an extravagant establishment was in open violation of his instructions from Madrid, which regulated the precise footing on which the New Legion was to be organized, such as *three regiments of Infantry, none to be under 800 strong, and the Brigadier-General to have only two orderly Officers drawing their regimental pay and field allowance, but no staff-pay*, whereas he complained that none of the regiments exceeded 250, and that General O'Connell had a Staff about him, which for rank, number, and expense, could not be surpassed in an army of 20,000 men, though the grand total of the New Legion did not exceed 1200.

Against this it is asserted, that the appointments for the new Auxiliary Legion were already made under the very eyes of the Royal Commission before the arrival of the Government's arrangement, by which they were reduced to a more limited scale; that the men had been reduced to a state of almost nudity from the impossibility of obtaining supplies of clothing, and that the Legion was left more than three months in arrears, supposing even that the funds supplied by the Spanish authorities had been applied to the force as constituted, according to the Royal order.

General O'Connell had repeatedly applied for transports to convey the Legion from the territory of Spain, and in consequence of these applications having invariably remained unanswered, and the like indifference having been shown to his repeated remonstrances, on account of the unprovided state of the men and officers under his command, he considered himself under the necessity of officially communicating to General O'Donnell, that until these questions were definitively arranged, it was impossible for him to afford a continuation of his services or those of the force under his command. The Spaniards, glad to get rid of the claims of so great a portion of the Legion, and under the impression that all who might be included in the measure of O'Connell would forfeit pay and gratuity, immediately accede to what they term the voluntary resignation of *O'Connell and the Infantry only*. The late reverses of the Carlists have rendered the services of 500 bayonets a loss of little consequence; but aware at the same time of the contempt of the Carlists for the Christiano battalions, however numerically superior, and that the removal of the Artillery and Lancers would be immediately followed by an onslaught of the *Fuerciosos*, General O'Donnell has opposed the disbanding of either of these corps, and their commanding officers have refused to obey General O'Connell's order to deliver up their arms and horses. An abandonment of their General, at a moment when his independent and spirited resentment of their unworthy treatment had apparently given his enemies an advantage over him, cannot, I am afraid, be attributed to the most generous motives. Promises and intrigue are

not spared to secure the officers and men of these corps, but though the former are easily persuaded to continue a life which does not offer to them the hardships and privations to which their brothers of the Infantry were continually exposed, the men, especially those of the Artillery, are eager to be placed on the same footing with the disbanded Infantry, and are said to have applied to General O'Connell to insist upon their being allowed to lay down their arms immediately. Such is their impatience of their present situation, that Colonel Wakefield has obtained permission to march with his squadron to Renteria, where all kinds of precautions are taken to prevent their holding communication with their comrades. Last night a message was delivered to Colonel Ross from the Commandant-General, who had been informed that he was the organ of General O'Connell, intimating that if he or any other officer attempted to interfere with his dispositions respecting the Cavalry and Artillery, he (O'Donnell) would send him to the castle. General O'Connell sails for England to-morrow.

We are informed that the lever target, for practice without the expenditure of powder and shot, invented some years since by Captain George Smith, R.N., and adopted in our Navy, has been lately introduced into the service of the Sardinian Artillery and Navy.

A machine for preventing the collision of steam-vessels in a fog has also been perfected, at considerable expense, under the direction of Captain G. Smith; the principle of which is to strike a gong by an apparatus which is totally independent of the engine or paddles, and can be equally used while the vessel is at anchor or under weigh, a peculiarity which distinguishes Captain Smith's plan from others which have come under our notice. In our present Number will be found a corresponding invention by Lieutenant Belairs.

#### EAST INDIA COMPANY'S MILITARY SEMINARY, ADDISCOMBE.

THE Mathematical Examination commenced by giving to the Cadets in the lower part of the class several propositions from geometry in Hutton's course,—which they demonstrated as well as might be expected from the least talented in the division. Sir Alexander Dickson then gave to such as were more advanced some propositions from plane trigonometry, conic sections, &c.; the lower part of the class at the same time working out some simple and quadratic equations, expansion into series by the binomial theorem, and other questions in Algebra. To those at the head of the class the Public Examiner gave several propositions in mechanics, hydrostatics, and other branches of natural philosophy: he also required them to demonstrate some theorems in spherical trigonometry and nautical astronomy; and then he proceeded to examine them in the doctrine of fluxions, in all of which they acquitted themselves with great credit.

The periodical Public Examination at this Institution was held on Monday the 11th December, in the presence of the Chairman, Sir J. M. Carnac, Bart., M.P., the Deputy Chairman, Major-General Sir J. L. Lushington, K.C.B., some Members of the Court of Directors, and the following visitors, viz., the Lord Viscount Encombe, Baron de Teissier; Generals Millar, Bell, and Macleod; Colonels Sir John May, Paterson, Cockburn, Pasley, C.B., Mills, and Robertson; Lieutenant-Colonels Dymely, Parke, Sim, Smythe, Hay, and Barnwall; Majors Stannus, W. Gordon, Prosser, Campbell, Conran, and Chase; Captains Walpole and Vassall, R.N.; Captains Horton, Burnaby, and Jervis; the Rev. G. Coles; Messrs. P. Melville, Kemball, Carwardine, B. S. Jones, Thornton, and Zohrab Yzam, &c. &c. Also Cheoket Bey (Chargé d'Affaires de la Sublime Porte près de sa Majesté Britannique) and M. A. Dervish Effendi.

• The result of a due and careful examination by Major-General Sir Alexander Dickson, K.C.B., of forty-one Gentlemen Cadets, was the selection of two for the Engineers, viz., J. R. Becher and J. S. Alexander; and four for the Artillery, viz., A. B. Kembell, H. P. de Teissier, J. G. M'Donell, and B. R. Bruce; and the remaining thirty-five for the Infantry, viz., E. W. Salusbury, D. J. Money, W. A. Anderson, G. O. Jacob, W. Baillie, J. J. Fotheringham, J. Lambert, J. A. H. Gorges, D. Macleod, C. P. Molony, H. T. Repton, E. J. Boileau, R. Reyholds, G. K. Newbery, S. Thacker, W. F. N. Wallace, W. E. Macleod, C. S. J. Terrot, T. Kiernan, W. J. Ferris, E. D. Vanrenen, F. Tower, C. T. Trower, J. Rose, F. G. Crossman, J. M. Lockett, W. Campbell, D. Cameron, C. M. Sneyd, R. Campbell, C. Newton, W. Selby, C. R. Maling, E. N. Dickenson, C. G. Southey, J. A. H. Grant.

Honorary certificates were presented to Messrs. Kembell, De Teissier, M'Donell, and Anderson, whom the Chairman addressed in the following terms:—

"In presenting to you these honorable vouchers for merit and good conduct, I regard them as the first fruits of the rich harvest which you are hereafter to reap in the Service upon which you are entering. When years of sedulous devotion to duty shall have won for you the higher honours of your profession, you will look back to this moment with feelings at once affecting and delightful—as that moment when your earliest aspirations were crowned with success, and when the record of the regularity and propriety of your conduct became the passport to the esteem and confidence of those with whom you are to serve."

The Report of the Lieutenant-Governor, Sir Ephraim Stannus, C.B., bore gratifying testimony to the observance of the regulations, and attention to their studies, of the Gentlemen Cadets, and to the diligent and zealous performance of the duty of the corporals in the maintenance of the discipline of the Institution.

The prizes recommended by the public Examiner and the Lieutenant-Governor were presented by the Chairman in the following order of merit, viz., to—

J. R. Becher,—1st Mathematical, 2nd Fortification, Military Drawing, Civil Drawing, Latin, 1st Hindustani; and the sword for general good conduct, accompanied with the following sentiments from Sir J. Carnac:—

"Mr. Becher, the Court of Directors have thought fit to appropriate this sword as the reward of general good conduct, and the Lieutenant-Governor has reported that you are entitled to receive it. The gratification which I feel in placing it in your hands is, I am persuaded, not inferior to that which you derive from having established your claim to it. The sword, Sir, is the emblem of the soldier's profession; and whenever you shall be called upon to use it, the circumstances under which it became yours will, I am satisfied, not fail to ensure its being used honourably."

A. B. Kembell,—2nd Hindustani.

J. S. Alexander,—1st Fortification, Military Surveying, 2nd Good Conduct.

T. G. M'Donell,—2nd Mathematical.

G. O. Jacob,—French.

#### SECOND CLASS.

J. W. Fraser,—Mathematical, Fortification, Military Surveying, Good Conduct, Hindustani.

C. V. Cox,—Military Drawing, Civil Drawing.

H. Hammond,—French.

H. B. Sweet,—Latin.

A. J. M. Boileau, of the 3rd Class,—4th General Good Conduct.

In the Fortification Examination, Gentlemen Cadets J. S. Alexander, J. R. Becher, A. B. Kembell, Robert R. Bruce, H. P. de Teissier, were particularly distinguished in detailing by plans and sections (executed by these gentle-

men respectively) the methods of attacking various systems of fortification. Mr. Alexander demolished New Brisach in good style; Mr. Becher pierced into the body of the place between two great ravelins and their redoubts; Mr. Kemball paralyzed Coëhorn's first system, and also detailed the capture of Malligaum (Bombay Presidency) by the force under Colonel M'Dowal in 1818. Mr. Bruce explained the new method of Mining, as proposed and executed by Colonel Pasley, C.B., at Chatham, namely, the substitution of cases instead of frames and sheeting; and M. de Teissier covered the formation of a pontoon bridge by a field hornwork, giving the details of the pontoons, and their buoyancy, and of the artillery and ammunition expended in this service. The drawings in this department were very numerous, and amongst those in Artillery we particularly noticed some guns and carriages, executed by Cadet Fotheringham. But what especially attracted attention, were two models, executed by Cadet John A. H. Gorges and Cadet J. S. Alexander; the former of two fronts of a bastion system with great ravelins and redoubts, and the latter of a double sap, proposed by Captain Jebb, Royal Engineers. Great merit is due to these two Cadets for the very superior manner in which they have executed these neat and expressive models.

The essays which have been written on various engineering and artillery topics were numerous. Amongst them may be noticed one of Cadet Alexander on Choumara's system, and another on the details of constructing a square redoubt, providing a flanking defence for its capital and ditches; one by Cadet Becher, detailing the process of covering a bridge commanded by heights, and defilading the defences, &c.; Cadet Bruce gave a spirited attack of a square redoubt; Cadet Macdonell gave a short but clear essay on the causes of the aberration of bullets from their true line (as proved by the celebrated Mr. Robins); and Cadet Kemball wrote well on the general construction of guns, and the respective properties of iron and brass guns.

Among numerous specimens of Military Drawing, Sketches and Models of Ground, all excellent of their kind, the following may be thought deserving especial commendation, viz. :—

Plan of the Cape of Good Hope and Table Mountain, by Gentleman Cadet Becher; Battle of Waterloo, by Fotheringham; Assault, in 1795, of Estermung, by Bruce; Battle of Friedland, in 1807, by Jacob; ditto of Belgrade, by Anderson; ditto of Belchite, in 1809, by Kemball; ditto of Bergen, by Molony; Assault of Sens, by Dickens; Affair at Wurtemberg, in 1813, by Repton; Siege of Ismael, in 1790, by Terrot; Plan of Sagonte, by Ferris; the Heights of Roleia, by Money; Battle of Stillfried, by Macleod; Sketches of Ground in Portugal, by Wallace; Siege of Ciudad Rodrigo, by Tower; and a Plan of the Battle of Talavera, by Gentleman Cadet Cox, of the 2nd Class.

In the Military Surveying Department, numerous plans and sketches attested great talent and assiduity on the part of the Cadets to this important branch of military education. Those, particularly, of Messieurs Alexander and De Teissier were deserving of marked commendation, being really beautiful specimens of a masterly style of delineating the features of ground in a rapid manner.

Trigonometrical surveying with the theodolite, and military sketching with the aid of the pocket-sextant and Schmalcalden compass, are the chief points attended to in this branch of instruction; but practice in "heights and distances," together with levelling by the spirit-level, form parts of the prescribed course of study.

Of Landscape Drawings, of which there was an attractive display, the best executed were:—

A View near Battle, Sussex (a prize), by Mr. Becher; Trees, by Mr. Alexander; Moors, near Hesketh, Cumberland, by Mr. Gorges; Grassmere, by Mr. Fotheringham; and Buttermere, by Mr. Cox, of the 2nd Class.

We were glad to hear the Chairman take occasion, in the course of an eloquent address, which want of space prevents us from quoting, to do justice to the abilities and zeal of Captain Straith. All acquainted with the Addiscombe Seminary must admit that the praise was well merited. Under this officer's guidance the Fortification Department has arrived at a high state of perfection; and his instruction in the principles of *positioning* promise most beneficial results to an Army, the members of which we may be allowed to congratulate on receiving a constant accession of scientific officers qualified to uphold the credit of a Service for which they are, in every respect, so well prepared.

## UNITED SERVICE MUSEUM.

(4170 MEMBERS.)

RECENT ADDITIONS AND DONATIONS, 1st Jan., 1838.

To the list of ordinary donations to the *United Service Museum* we have on the present occasion the gratification of adding that of the Duke of Wellington's Sword, presented by his Grace. The Duke, having intimated his desire to inspect the Institution in his quality of Vice-Patron, honoured it with a visit on the 13th ult., and was received with due respect by a deputation from the Council and the Officers of the Institution. The Adjutant and Quartermaster-General, with General Gardiner, Colonel Cochrane, and Major Meade, of the former department, also attended. His Grace remained a considerable time in the Museum, traversing the different apartments, and making inquiries and remarks respecting the various objects presented to his notice with characteristic pertinence and discrimination.

While the Duke was viewing, with obvious interest, the Sword of Wolfe worn by that hero at the moment of his glorious fall, it was deemed a favourable opportunity of respectfully suggesting to his Grace that a donation, inestimable to the *United Service*, namely, his own Sword, was at his disposal, and if bestowed upon their Institution would be justly treasured as its most valuable possession. The suggestion was offered, with the concurrence of his colleagues, by Major Shadwell Clerke, a member of the Council, and an humble follower of the Duke when that sword, now triumphantly sheathed, still pointed the way to victory. The idea was immediately caught and assented to by his Grace, with a frankness and cordiality which enhanced the gift.

## LIBRARY.—(Books.)

- Asiatic Society, the Royal.—Journal of the R. A. S. No. VII.—Proceedings of the Committee of Agriculture and Commerce.—Ancient and Modern Alphabets of the Popular Hindoo Languages. By Capt. H. Harkness.
- Becher, A. B., Lieut. R.N.—The Nautical Magazine, in continuation.
- Bradley, Mr. J.; publisher.—Method for concentrating the Fire of a Broadside of a Ship of War. By Wm. Kennish, Carpenter, R.N.
- Browne, T. G., Lieut.-Col. R.A.—Parliamentary Report on the Practicability of Consolidating the Civil Departments of the Army.
- British Association for the Advancement of Science.—Reports of the Association from the commencement. 5 vols. 8vo.
- Campbell, Wm., Col., H.P. 23rd.—Captain Cook's Voyages. 3 vols. 4to. London, 1784.—Life and Posthumous Writings of Cowper. By W. Hazley, esq. 3 vols. 4to. Chich. 1803.
- Clerke, T. H. S., Major, Unatt., K.H., F.R.S., &c.—De la Tactique des trois Armes. Par C. de Decken. Traduit de l'Allemand par F. de Brack. 2 vols. 8vo. Brussels, 1837.—Recueil des grandes Manœuvres d'Armée. Par Le Général Comte Vandermere. 4to. Brussels, 1837.
- Cook, S. E., Captain, R.N., K.T.S., F.G.S. (the Author).—Sketches in Spain. 2 vols. 8vo. London, 1834.



- Corney, B., esq. (the Author).—The Curiosities of Literature. By B. D'Israeli, esq. Illustrated. 8vo. Greenwich, 1837.
- Dance, Sir Chas. W., Col. R. Yk. Rang.—Stow's Survey of the Cities of London and Westminster. Enlarged by I. Strype. 2 vols. fol. London, 1754.—Wren's Parentalia, or Memoirs of the Family of the Wrens. Folio. London, 1750.
- Denison, W., Lieut. R.E. (the Editor).—Papers on the Duties of the Royal Engineers. 4to. London, 1837.
- Ekins, Sir Charles, Vice-Ad. K.C.B. (the Author).—Naval and Universal Signals, in Symbols of Black and White. 8vo. London, 1837.
- Ford, J., Lieut. H.P.—Grotius (Hugo) De Veritate Religionis Christianæ. 8vo. London, 1804.—M.S. Remarks, with Drawings, on the Moon; the Double Star in Andromeda, &c. &c.
- Fox, C. R., Colonel, Unatt.—Note sur un Nouveau Système de Bivouac. Par M. de Courtigès. Compeigne, 1837.—Les Officiers de Ciceron. 12mo. Paris, 1776.
- Geographical Society, the Royal.—Journal of the Royal Geo. Society, complete. 7 vols. 8vo.
- Gould, J., esq., F.L.S. (the Author).—Synopsis of the Birds of Australia. Part Second.
- Green, W. F., Lieut. R.N. (the Author).—Preventions to avoid Accidents by Lightning. 8vo. London, 1837.
- Heise, Christ., Captain Hanoverian Rifle Guards (Presented through Major T. H. S. Clerke).—Listen und Nachweisungen der Königlich Deutschen Legion. 4to. Hanover, 1837.
- Jebb, J., Capt. R.E. (the Author).—Practical Treatise on the Attack of Military Posts. 8vo. Chatham, 1837.
- Kinnis, J., M.D. (the Author).—Letter to the Inhabitants of Ceylon on the Advantages of Vaccination. 8vo. Ceylon, 1837.
- Laudaer, John, esq., F.S.A. (the Author).—Pamphlet in Continuation of the Sabœan Researches.
- Napier, C. J., Major-Gen. C.B. (the Author).—Remarks on Military Law, and the Punishment of Flogging. 8vo. 1837.
- Newenham, W. P., Lieut. R.N.—Seymour, Edw., Complete History of England. 2 vols. 4to. London, 1764.—De Pusegur, M. le Maréchal, Art de la Guerre. 2 vols. 4to. Paris, 1749.—Grotius, Hugo, Annotations in Vetus et Novum Testamentum. 4to. London, 1727.—Popo's Translation of Homer. 4to. London.—More, J., Strictures on Thomson's Seasons. 8vo. London, 1777.—Descartes, Renati, Epistolæ. 4to. Paris, 1632.—Scheuchzerus, Johann Jacob, Oographia Helveticus, sive Itinera Alpina Tria. 4to. London, 1708.—Richard, L'Abbe, Description de l'Italie. Paris, 1770.—Hutcheson, Francis, LL.D., Introduction to Moral Philosophy. Glasgow, 1753.—Mitford's Essay on Language; with a Collection of Pamphlets, &c. &c.
- Peshall, C., Lieut. 3rd Regt.—Segur, Histoire de Napoléon et la Grande Armée. 2 vols. 8vo. Paris, 1825.—Bellavene, Le Gén., Cours Élémentaire de Fortification. 8vo. Paris, 1806.—Carnut, M., De la Défense des Places Fortes. 8vo. Paris, 1811.—Bezout, Cours de Mathématiques. 8vo. Paris, 1732.—Intercepted Letters from the Army of Buonaparte in Egypt. 8vo. 1798.—Peynard, F., Arithmétique à l'usage de la Marine. 8vo. Paris, 1832.—Mirabeau, Secret History of the Court at Berlin. 8vo. Dublin, 1739.—Cervantes de Saavedra, Mig., Vida y hechos del Ingenioso Caballero Don Quixote de la Mancha. 8vo. Madrid, 1741.—Memoirs of Frederick III. King of Prussia. 8vo. Dublin, 1758.—Vauban, De la Défense et de l'Attaque des Places. 2 vols. 4to. Hague, 1737.—And a Collection of Pamphlets, &c.

## PURCHASED.

- Niebuhr, Description de L'Arabie. 3 vols. 4to. Copenhagen, 1773.—Whewell's History of the Inductive Sciences. 3 vols. 8vo. London, 1737.—Marquess Wellesley's Dispatches. 4 vols. 8vo. 1837.—Britannia, or the Claims of Seamen. By the Rev. W. Harris. 8vo. London, 1837.—Mechanics' Encyclopedia. By Luke Hebert. 2 vols. 8vo. 1837.—Hume's History of England, with Continuations by Smollett and Adolphus. 16 vols. 8vo.—Turner's History of the Anglo Saxons. 3 vols. 8vo. 1828.—Camden's Britannia. 3 vols. folio. 1789.—Hallam's Constitutional History of England. 3 vols. 8vo. London, 1832.—James' History of Edward the Black Prince. 2 vols. 8vo. 1836.—Lucy Aikin's Memoirs of Queen Elizabeth and James I. 4 vols. 8vo.—Andrews' History of Great Britain. 4to. 1794.—Edwards' History of the West Indies. 5 vols. 8vo. 1819.—L'Abbe Raynal, Histoire Philosophique et Politique des deux Indes. 10 vols. 8vo. Geneva, 1780.—Martin's History of the British Colonies.—Campbell's Lives of the Admirals. 8 vols. 8vo. London, 1813.—Pinkerton's Collection of Voyages and Travels, 17 vols. 4to. London, 1808.—Harris's Complete Collection of Voyages and Travels. 2 vols. folio. 1744.—Murphy's Tacitus. 4 vols. 4to. 1793.—Baker's Livy. 6 vols. 8vo. 1822.—Duncan's Cæsar. 2 vols. 8vo. London, 1819.—Hampton's Polybius. 3 vols. 8vo. London, 1809.—Whiston's Josephus. 4 vols. 8vo. London, 1817.—Belve's Herodotus. 4 vols. 8vo. London, 1791.—Langhorne's Plutarch. 6 vols. 8vo. 1819.—Mitford's History of Greece. 8 vols. 8vo. London, 1829.—The Works of W. Robertson, D.D. 8 vols. 8vo. London, 1827.—Vertot, Histoire des Révolutions Romaines. 4 vols. 8vo. 1796.—Dodley's Annual Register, complete. 78 vols. 8vo.—Robinson's Mechanical Philosophy. 4 Vols. 8vo. Edin. 1829.—Fosbrooke's Dictionary of Antiquities, 2 Vols. 4to.—Fosbrooke's Architectural Remains. 4to.—Adam's Roman Antiquities. 8vo.—Potter's Antiquities of Greece. 2 Vols. 8vo.—(In all, 234 Volumes.)
- Radstock, Right Hon. Lord, Capt. R.N.—MS. Book of Councils of War. 1692-93.
- Rawlinson, G., Capt. h.p. 8th Regt. (the Author).—Selections from my Journal during a Residence in the Mediterranean. 8vo. London, 1836.
- Smyth, W. H., Capt. R.N., K.F.M., V.P.R.S., F.A.S., &c. &c. (the Author).—Biographical Sketch of Capt. Dampier.
- Tonna, Lewis H. J., Esq.—L. Annci Senecæ Tragediæ. 8vo. Lugd. 1651.—Dionysii Longini, Commentarius de Sublimitate. 8vo. London, 1743.—Wood's Elements of Algebra. 8vo. London, 1823.—Burmeister's Manual of Entomology. 8vo. London, 1836.
- Thurton, W., Lieut.-Gen.—Sermons by the Very Rev. W. Vincent, late Dean of Westminster. 2 vols. 8vo.
- Wall, Robt., Lieut. R.N. (the Author).—Popular History of the Steam-Engine. 8vo. London, 1837.
- Wright, Thom., Major h.p. R.S.C.—Devon's Travels in Sicily and Malta. 8vo. London, 1789.
- Eustace's Classical Tour through Italy. 4 vols. 8vo. 1817.
- Zoological Society.—The Proceedings of the Zool. Soc. from the commencement.

## MAPS, PLANS, CHARTS, PLATES, &amp;c. &amp;c.

- Angelo, E. A., Lieut.-Col. Unatt., K.H.—Sketch of the March of the British Army at Washington, under General Ross, August 1814.
- Bagnold, T. M., Capt. R.M.—Plan of Fort Royal as it stood previous to the earthquake of 1692.
- Dunkin, Sir Ruf. Shawe, Lieut.-Gen., K.C.B., Surveyor-General of the Ordnance.—Engraving representing the Military Trophy constructed by Mr. George Stacey on the staircase leading to the Armoury at the Tower.
- Huggins, W. J., Esq., Marine Painter to his late Majesty.—Engraving of the Columbus steam-ship.—Engraving of the H. E. I. Company's steam ship-of-war Berenice.—Engraving of Admiral Sir J. Jervis off Cape St. Vincent, 14th Feb. 1797.—Engraving of the Victory breaking the Line at Trafalgar.
- Ireland, His Excellency the Lord Lieutenant.—Ordnance Townland Survey of the County of Leitrim, in 40 Sheets.
- Ordnance, the Master-General.—Trigonometrical Survey of Great Britain. Sheet, No. 59.
- Peshall, C., Lieut. 3rd Regt.—Map of Spain and Portugal.—Plan of Antwerp.—Sketch of the Action at Barossa.—Harbour of Cadiz.—Route of the Bulls from Burhamptone to Cawnpore.
- Stoddart, Miss.—An etched Panoramic View of the Bay of Funchal, Madeira. Sketched and etched by Miss Stoddart.
- Wright, Thos., Major h.p. R.S.C.—Carte des Environs de Paris, 1815.—Six Numbers of the Atlas National de France.

## MODEL ROOM.

- Henvey, W., Commr. R.N. (the Inventor).—Model of the Stern of H.M.S. Pique; to which are added six methods for readily constructing a temporary Rudder from the materials on board.—A Life Buoy, full size, invented by the donor.
- Jerningham, J. W., Lieut. R.N. (the Inventor).—Common Gun-lock fitted as a flint or detonating lock.
- Newenham, W. O., Lieut. R.N. (the Inventor).—Two Models of improved Skids for launching boats over a rough beach.
- Norton, J., Esq., late Capt. 54th Regt. (the Inventor).—A Limber Box composed of three Elm Planks an inch and a half thick each; the first partition being four inches from side to side, filled with water, the second, one inch, filled with gunpowder. Captain N. fired a percussion shell made of pewter, and charged with gunpowder *alone*, without either port-fire or carcass composition, through the partition filled with water, and exploded the gunpowder. The Shell is also exhibited with the Box. Captain N. has also presented water-proof percussion primers for firing cannon, which he has successfully proved; also percussion-caps enclosed in tin-foil to render them water-proof, covered with cases of leather, so that they are not liable to slip through the soldier's fingers, and may be suspended in any number by a string from his breast.
- Roberts, S., Esq., Master Ship-builder, Plymouth Dockyard.—Model of a three-decker's Stern in two sections.—Model of a three-decker's Bows.
- West, Jos., Lieut. R.N.—Specimen of encrustation from the flue of the steamer.

## NATURAL HISTORY.

- Forbes, Ch. Ferg., M.D., Dep. Insp. Gen. Hosp.—A box containing five trays of Insects from Ceylon.
- Foster, Morgan H., Esq., H.M. Paymaster-General's Office.—Wood perforated by the "Pholas" found on the Birmingham Railroad, near Camden-town.
- Frith, J. H., Lieut. Col. Madras Art.—111 specimens of Timber from Travencore and the Malabar Coast, with native names and localities.
- Gee, Mrs.—Snout of the Saw-fish, "Squalus Pristis."
- Gomm, Lady.—A large and valuable collection of Shells from Tortola.
- Griffiths, F.A., Capt. R.A.—Specimen of Tobacco from Paraguay.
- Grove, Mr., Fishmonger.—The Hermit Crab ("Pagurus Bernhardi") in the shell of "Buccinum Undatum."
- Jackson, H. G., Major R.A.—Stuffed specimen of the Rough-legged Falcon, "Falco Sagoyus."
- Macphail, J., Major 98th Regt.—Fossils from Cetigo, viz.:—Eight specimens of Osseous Breccia containing birds' bones.—Four specimens of Clypeaster.—One specimen of Ostrea (a gigantic valve).
- Mitford, J. P., Lieut. 18th Royal Irish.—An Albatross, taken in lat. 48° 26' S., and long. 38° 16' E.
- Newenham, W. P., Lieut. R.N.—Two curious groups of Oysters from Boulogne.—Specimens of Petrified Wood, Agatized Wood-Stone; ditto of Dogtooth Spar; ditto of Madrepore.—Group of large hexahedral Crystals of Carb. of Lime.
- Peshall, C., Lieut. 3rd Foot.—Ninety-seven Mineralogical specimens, various localities: Snout and Jaws of "Crocodilus Gavial," River Ganges; Jaw of a Shark ("nova species") with the seven rows of teeth perfect; two Saws of "Squalus Pristis;" specimen of Rice in the Pod; ditto of "Alba Marina," Connemara, Co. Galway; Pod and Bark of the Cotton Tree, India; Bark and Nuts from Trees in the Bogs at Connemara, Co. Galway; two large Eagle's Claws.
- Roney, Charles, Esq.—Fibres of the lace bark tree, from the Dromillo estate, Trelawney, Jamaica.
- Smith, John, Surgeon, R.N.—Four Birdskins from New South Wales,—viz. two Specimens of "Phaeton Phœnicurus," Linn.; one Specimen of "Sterna Fuliginosa," Linn.; and one Specimen (doubtful).
- Tucker, William, Esq., late of Coast Guard, Coast of Africa.—Very large and fine Specimen of Gum Copal: seven pairs of very large, and five pairs of smaller Specimens of "Achatina Zebra."
- Wallaston, Frederick, Capt. 6th Dragoons.—Two Specimens of Gavial, River Ganges; one ditto Crocodile; one Snake; one Lizard; and six Bottles, containing Snakes, Lizards, &c.
- Wyde, E., Lieut. R.N.—A very fine Flamingo, and six other Birdskins.

[To be continued.]

## DISTRIBUTION OF THE ARMY ON THE 1st JANUARY, 1838,

AND REFERENCE TO THE FOREIGN SERVICE OF REGIMENTS.

Regiments and Corps.	Stations of Troops or Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment.
1st Life-gds.	Windsor . . .	. . . . .	..	1816	France	Collyer
2nd do. . .	Regent's Park . . .	. . . . .	..	1816	France	Cox & Co.
Rl. Horse-gds.	Hyde Park . . .	. . . . .	..	1816	France	Cox & Co.
1st Drag-gds.	Dundalk . . .	. . . . .	..	1816	France	Cox & Co.
2nd do. . .	Cahir . . .	. . . . .	..	1818	France	Hop. & Cane
3rd do. . .	Ipswich . . .	. . . . .	..	1814	Spain	Col & Cane
4th do. . .	Manchester . . .	. . . . .	..	1813	Portugal	Collyer
5th do. . .	Birmingham . . .	. . . . .	..	1814	Spain	Cox & Co.
6th do. . .	Brighton . . .	. . . . .	..	1808	Buen. Ayres	Collyer
7th do. . .	York . . .	. . . . .	..	1799	Holland	Cox & Co.
1st Dragoons	Cork . . .	. . . . .	..	1816	France	Cox & Bor.
2nd do. . .	Dublin . . .	. . . . .	..	1816	France	Cox & Bor.
3rd do. . .	Bengal . . .	. . . . .	1837			Hopkinson
4th do. . .	Bombay . . .	. . . . .	1822			Hopkinson
6th do. . .	Dorchester . . .	. . . . .	..	1816	France	Cox & Co.
7th Hussars	Dublin . . .	. . . . .	..	1818	France	Cox & Co.
8th do. . .	Newbridge . . .	. . . . .	..	1823	Bengal	Hop. & Bor
9th Lancers	Glasgow . . .	. . . . .	..	1813	Portugal	Cox & Co.
10th Hussars	Nottingham . . .	. . . . .	..	1828	Portugal	Cox & Co.
11th Lt. Drag.	Bengal* . . .	. . . . .	1819			Collyer
12th Lancers	Hounslow . . .	. . . . .	..	1828	Portugal	Collyer
13th Lt. Drag.	Madras . . .	. . . . .	1819			Cox & Co.
14th do. . .	Edinburgh . . .	. . . . .	..	1814	Spain	Cox & Co.
15th Hussars	Leeds . . .	. . . . .	..	1816	France	Cox & Bor.
16th Lancers	Bengal . . .	. . . . .	1822			Cox & Co.
17th do. . .	Coventry . . .	. . . . .	c.	1823	Bombay	Hopkinson
Gr.Gds. 1st bat.	The Tower . . .	. . . . .	..	1828	Portugal	
.. 2d bat.	Windsor . . .	. . . . .	..	1818	France	
.. 3d bat.	Wellington B. . .	. . . . .	..	1818	France	
Coldst. 1st bat.	St. Geo. Bar. . .	. . . . .	..	1814	France	Cox & Co.
Gds. 2d bat.	St John's W. . .	. . . . .	..	1818	France	
Sc.Fu. 1st bat.	Dublin . . .	. . . . .	..	1814	France	
Gds. 2d bat.	Portman B. . .	. . . . .	..	1828	Portugal	
1st Ft. 1st bat.	Athlone . . .	. . . . .	..	1836	W. Indies	Cox & Co.
.. 2d bat.	Canada . . .	Plymouth . . .	1836			Cox & Bor.
2nd do. . .	Bombay . . .	Chatham . . .	1825			Lawrie
3rd do. . .	Bengal . . .	Chatham . . .	1822			Cox & Co.
4th do. . .	Madras . . .	Chatham . . .	1832			Cox & Co.
5th do. . .	Ionian Isl. . .	Portsmouth . . .	1831			Hopkinson
6th do. . .	Bombay . . .	Chatham . . .	1821			Cox & Co.
7th do. . .	Dublin . . .	. . . . .	..	1836	Malta	Cox & Co.
8th do. . .	Jamaica . . .	Galway . . .	1830			Cox & Co.
9th do. . .	Bengal . . .	Chatham . . .	1832			Cox & Co.
10th do. . .	Cork . . .	. . . . .	..	1837	Ionian Isl.	Cox & Co.
11th do. . .	Ionian Isl. . .	Waterford . . .	1826			Cox & Co.
12th do. . .	Mauritius . . .	Kinsale . . .	1837			Cox & Co.
13th do. . .	Bengal . . .	Chatham . . .	1822			Cox & Co.
14th do. . .	W. Indies . . .	Brecon . . .	1836			Cox & Co.
15th do. . .	Canada . . .	Nenagh . . .	1827			Cox & Co.
16th do. . .	Bengal . . .	Chatham . . .	1819			Kinkland
17th do. . .	Bombay . . .	Chatham . . .	1830			Cox & Co.

\* To be relieved by the 3rd Light Dragoons.

† Ordered home.

Regiments and Corps.	Stations of Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of returning from Foreign Service.	Whence returned.	Agents. British & Irish Establishment
18th Foot . .	Ceylon . .	Castlebar . .	1836			Cox & Co.
19th do. . .	Templemore . .	.. . . .	..	1836	W. Indies	Cox & Cane
20th do. . .	Canterbury . .	.. . . .		1837	Bombay	Cox & Co.
21st do. . .	Van Die. Land . .	Chatham . .	1833			Cox & Co.
22nd do. . .	Cork . . . . .	.. . . .		1837	Jamaica	Cox & Bor.
23rd do. . .	Dublin . . . .	.. . . .		1834	Gibraltar	Cox & Bor.
24th do. . .	Canada . . . .	Portsmouth . .	1829			Collyer
25th do. . .	Limerick . . . .	.. . . .		1836	West Indies	Cox & Bor.
26th do. . .	Bengal . . . .	Chatham . .	1828			Lawrie
27th do. . .	Cape of G. H. . .	Chatham . .	1835			Cox & Co.
28th do. . .	N. S. Wales . .	Chatham . .	1835			Cox & Co.
29th do. . .	Mauritius* . .	Devonport . .	1826			Cox & Co.
30th do. . .	Bermuda . . . .	Sunderland . .	1834			Cox & Co.
31st do. . .	Bengal . . . .	Chatham . .	1825			Downes
32nd do. . .	Canada . . . .	Plymouth . .	1830			Hopkinson
33rd do. . .	Gibraltar . . . .	Boyle . . . .	1836			Cox & Co.
34th do. . .	America . . . .	Cashel . . . .	1829			Cox & Co.
35th do. . .	Mauritius . . . .	Londonderry . .	1837			Cox & Co.
36th do. . .	W. Indies . . . .	Plymouth . .	1830			Price
37th do. . .	Jamaica . . . .	Plymouth . .	1830			Lawrie
38th do. . .	Dublin . . . . .	.. . . .		1836	Bengal	Lawrie
39th do. . .	Madras . . . .	Chatham . .	1827			Cox & Co.
40th do. . .	Bombay . . . .	Chatham . .	1824			Cox & Co.
41st do. . .	Madras . . . .	Chatham . .	1822			Cox & Co.
42nd do. . .	Glasgow . . . .	.. . . .		1836	Ionian Isl.	Cox & Co.
43rd do. . .	Canada . . . .	Plymouth . .	1835			Cox & Co.
44th do. . .	Bengal . . . .	Chatham . .	1822			Cox & Co.
45th do. . .	Madras . . . .	Chatham . .	1819			Cox & Co.
46th do. . .	Gibraltar . . . .	Cork . . . .	1837			Cox & Bor.
47th do. . .	Malta . . . . .	Portsmouth . .	1834			Cox & Co.
48th do. . .	Burr . . . . .	.. . . .		1835	Madras	Cox & Co.
49th do. . .	Bengal . . . .	Chatham . .	1822			Cox & Co.
50th do. . .	N. S. Wales . .	Chatham . .	1834			Cox & Co.
51st do. . .	Chatham† . . . .	.. . . .		1834	Ionian Isl.	Kirk. & Cane
52nd do. . .	Gibraltar . . . .	Newcastle . .	1836			Cox & Co.
53rd do. . .	Ionian Isl. . . .	Dublin . . . .	1849			Cox & Co.
54th do. . .	Madras . . . .	Chatham . .	1819			Cox & Co.
55th do. . .	Madras . . . .	Chatham . .	1821			Cox & Co.
56th do. . .	Jamaica . . . .	Sheerness . .	1831			Cox & Co.
57th do. . .	Madras . . . .	Chatham . .	1825			Lawrie
58th do. . .	Ceylon . . . .	Youghal . .	1828			Cox & Co.
59th do. . .	Malta . . . . .	Omagh . . . .	1834			Cox & Co.
60th do. 1st bat.	Corfu . . . . .	Hull . . . .	1830			Cox & Co.
2d bat.	Corfu . . . . .	Jersey . . . .	1835			Cox & Co.
61st do. . .	Ceylon . . . .	Templemore . .	1828			Cox & Co.
62nd do. . .	Madras . . . .	Chatham . .	1830			Lawrie
63rd do. . .	Madras . . . .	Chatham . .	1829			Collyer
64th do. . .	Jamaica . . . .	Dundee . . . .	1834			Cox & Co.
65th do. . .	W. Indies‡ . . . .	Naas . . . .	1829			Cox & Co.
66th do. . .	Canada . . . .	Templemore . .	1827			Cox & Co.
67th do. . .	W. Indies . . . .	Chatham . .	1831			Cox & Co.
68th do. . .	Gibraltar   . . . .	Waterford . .	1834			Hopkinson
69th do. . .	W. Indies . . . .	Dover . . . .	1831			Cox & Co.
70th do. . .	Malta¶ . . . .	Guernsey . .	1834			Cox & Co.
71st do. . .	Dublin . . . . .	.. . . .		1834	Bermuda	Price & Bor.
72nd do. . .	Cape of G. H. . .	Cionmel . . . .	1828			Cox & Co.
73rd do. . .	Ionian Isl.* . .	Clare Castle . .	1827			Cox & Co.

\* Ordered home.

† Ordered for Van Dieman's Land.

‡ Ordered to America.

|| Ordered to Jamaica.

¶ Ordered to West Indies.

Regiments and Corps.	Stations of Service Companies.	Stations of Depôts.	Year of going on Foreign Service.	Year of return- ing from Foreign Service.	Whence returned.	Agents. British & Irish Establishment
74th Foot . . .	W. Indies	Stirling . .	1834			Kirkland
75th do. . . .	Cape of G. H.	Drogheda . .	1830			Cox & Co.
76th do. . . .	W. Indies	Fort George .	1834			Cox & Co.
77th do. . . .	Malta . . .	Newbridge .	1837			Law. & Cane
78th do. . . .	Buttevant . .	. . . . .	..	1837	Ceylon	Cox & Co.
79th do. . . .	Edinburgh . .	. . . . .	..	1836	Canada	Lawrie
80th do. . . .	N. S. Wales	Chatham . .	1837			Lawrie
81st do. . . .	Gibraltar . .	Carlisle . .	1836			Cox & Co.
82nd do. . . .	Gibraltar . .	Limerick . .	1836			Cox & Co.
83rd do. . . .	Canada . . .	Chester Castle	1834			Cox & Co.
84th do. . . .	Jamaica† . .	Gosport . .	1827			Cox & Co.
85th do. . . .	America . . .	Tralee . . .	1836			Cox & Co.
86th do. . . .	Manchester . .	. . . . .	..	1837	W. Indies	Downes
87th do. . . .	Mauritius . .	Birr . . . .	1831			Cox & Co.
88th do. . . .	Bolton . . . .	. . . . .	..	1836	Ionian Isl.	Cox & Co.
89th do. . . .	W. Indies . .	Gosport . .	1835			Cox & Co.
90th do. . . .	Ceylon . . . .	Portsmouth .	1835			Cox & Co.
91st do. . . .	St. Helena . .	Paisley . . .	1835			Hopkinson
92nd do. . . .	Malta . . . .	Mullingar . .	1833			Cox & Co.
93rd do. . . .	Cork . . . .	Armagh . . .	..	1834	W. Indies	Cox & Bor.
94th do. . . .	Dublin . . . .	. . . . .	..	1834	Malta	Kirk. & Bor.
95th do. . . .	Newry . . . .	. . . . .	..	1835	Ionian Isl.	Cox & Bor.
96th do. . . .	Enniskillen .	. . . . .	..	1835	N. America	Cox & Cane
97th do. . . .	Stockport . .	. . . . .	..	1836	Ceylon	Cox & Co.
98th do. . . .	Weedon . . .	. . . . .	..	1837	C. of Good H.	Cox & Co.
99th do. . . .	Fermoy . . .	. . . . .	..	1837	Mauritius	Kirkland
Rifle B. { 1st bt.	Woolwich . .	. . . . .	..	1836	America	Cox & Co.
{ 2d bt.	Portsmouth .	. . . . .	..	1837	Ionian Isl.	Cox & Co.
Rl. Staff Corps.	Hythe . . . .	. . . . .			Detachment's various periods.	Cox & Co.
1st West Ind. Regiment . .	Trinidad . .	Agents. Cox & Co.				
2nd do. . . .	N. Providence and Houduras	Cox & Co.				
Ceylon Rifle Regiment . .	Ceylon . . . .	Colonial Corps. Kirkland				
Cape Mounted Riflemen . .	Cape of G. H.	Kirkland				
Royal African Colon. Corps	Sierra Leone .	Kirkland				
R. Newfound- land Veteran Companies . .	Newfoundland	Kirkland				
Royal Malta Fencibles . .	Malta . . . .	Kirkland				
<p style="text-align: center;"><b>GENERAL AGENTS FOR THE RECRUITING SERVICE.</b>  <i>Great Britain</i>—John Kirkland, Esq., 80, Pall Mall.  <i>Ireland</i>—Sir Bagenall W. Burdett, Bart., Dublin.</p>						
<p style="text-align: center;"><b>AGENTS FOR THE DECCAN PRIZE MONEY.</b>  Lieut.-Col. Arbuthnot and John Kirkland, Esq.—Office, 80, Pall Mall.</p>						
<p style="text-align: center;">N. B.—A reference to the List of Agents will explain the Abbreviations.</p>						

Ordered to Malta.

† Ordered home.

‡ Ordered to Halifax.

LIST of SHIPS of the Royal Navy in Commission 1st January, 1838,\* specifying their respective Ratings, Ages, the Yards where Built, the Dates of being Commissioned, and Present Stations.\*

Names.	No. of Guns.	By whom Commanded.	Where Built.	When Built.	When Commissioned.	Present Station.
<b>FIRST RATES.</b>						
Britannia . . . . .	120	Capt. J. W. D. Dundas	Plymouth	1820	1836	Portsmouth
Howe . . . . .	120	Capt. C. H. Paget	Chatham	1815	1835	Sherness
San Josef . . . . .	110	Capt. J. Hancock, C.B.	•		1836	Plymouth
Princess Charlotte . . . . .	10†	Cap. A. Fanshawe [K.C.H.]	Portsmouth	1825	1837	Mediterranean
Royal Adelaide . . . . .	104	Capt. Sir Wm. Elliott, C.B.	Plymouth	1828	1836	Plymouth
Teneriffe . . . . .	104	Capt. T. F. Kennedy	Chatham	1798	1836	Sherness
Victory . . . . .	104	Capt. T. Searle, C.B.	ditto	1765	1836	Portsmouth
<b>SECOND RATES.</b>						
Rodney . . . . .	92	Capt. Hyde Parker	Pembroke	1833	1835	Mediterranean
Asia . . . . .	84	Capt. W. Fisher	Bombay	1824	1836	ditto
Bellerophon . . . . .	80	Cap. S. Jackson, C.B. [C.B.]	Portsmouth	1818	1836	ditto
Vanguard . . . . .	80	Capt. Sir T. Fellowes, Kt.,	Pembroke	1836	1836	ditto.
<b>THIRD RATES.</b>						
Donegal . . . . .	78	Capt. J. Drake	Toulon	1794**	1837	Lisbon
Excellent . . . . .	76	Capt. T. Hastings	Portsmouth	1810	1834	Portsmouth
Cornwallis . . . . .	74	Cap. Sir R. Grant, Kt. [K.H.]	Bombay	1813	1836	N. Amer. & W. Ind.
Edinburgh . . . . .	74	Capt. W. W. Henderson,	•		1837	Lisbon
Hastings . . . . .	74	Capt. H. Shiffner [K.H.]	Calcutta	1818	1834	Chatham
Heracles . . . . .	74	Capt. J. T. Nicolas, C.B.	Chatham	1815	1836	Lisbon
Magnificent . . . . .	74	Com. J. Paget	Merchant's Yd	1806	1831	Jamaica†
Malabar . . . . .	74	Capt. Sir W. A. Montagu, C.B., K.C.H.	Bombay	1818	1834	Plymouth
Melville . . . . .	74	Capt. Hon. R. S. Dundas	ditto	1817	1837	Cape G. Hope & Ct. [of Africa]
Minden . . . . .	74	Capt. A. R. Sharpe, C.B.	ditto	1810	1836	Mediterranean
Pembroke . . . . .	74	Capt. F. Moresbey, C.B.	Merchant's Yd	1760	1836	ditto
Russell . . . . .	74	Capt. Sir W. H. Dillon, K.C.H.	Deptford	1822	1835	ditto
Talavera . . . . .	74	Capt. W. B. Mends	Woolwich	1818	1836	Lisbon
Wellesley . . . . .	74	Capt. T. Maitland	Bombay	1815	1837	East Indies
<b>FOURTH RATES.</b>						
Portland . . . . .	52	Capt. D. Price •	Plymouth	1822	1834	Mediterranean
President . . . . .	52	Capt. Js. Scott	Portsmouth	1829	1837	South America
Winchester . . . . .	52	Capt. E. Sparshott, K.H.	Woolwich	1822	1834	East Indies
Barham . . . . .	50	Capt. A. L. Corry	Merchant's Yd	1810	1835	Mediterranean
Dublin . . . . .	50	Capt. R. Tait	ditto	1812	1835	South America
<b>FIFTH RATES.</b>						
Madagascar . . . . .	46	Capt. Sir J. S. Peyton, K.C.H.	Bombay	1822	1836	West Indies
Seringapatam . . . . .	46	Capt. J. Leith [van, C.B.]	Bombay	1819	1837	W. Indies
Stag . . . . .	46	Commodore T. B. Sulli-	Pembroke	1830	1836	S. Amer. [of Afr.
Thetis . . . . .	46	Capt. R. Wauchope	Chatham	1830	1834	Cape G. Hope & Ct.
Astrea . . . . .	42	Capt. J. H. Plumridge	Merchant's Yd.	1810	1823	Falmouth†
Tartar . . . . .	42	Lieut. G. Davies	ditto	1814	1836	Chatham‡
Castor . . . . .	36	Capt. Ed. Collier	Chatham	1832	1832	Mediterranean
Inconstant . . . . .	36	Capt. D. Pring	Portsmouth	1836	1836	Portsmouth
Pique . . . . .	36*	Capt. E. Boxer	Plymouth	1834	1836	Plymouth
<b>SIXTH RATES.</b>						
Alligator . . . . .	28	[C.B. K.C.H.]	•			ditto
Conway . . . . .	28	Capt. Sir J. J. G. Bremer,	Cochin	1821	1837	ditto
Crocodile . . . . .	28	Capt. C. R. Drinkwater	Chatham	1832	1836	East Indies
Imogene . . . . .	28	Capt. J. Polkinghorne	Chatham	1825	1837	West Indies
North Star . . . . .	28	Capt. H. W. Bruce	Pembroke	1831	1836	South America
Rainbow . . . . .	28	Commodore Lord J. Hay	Woolwich	1824	1837	Lisbon
Rattlesnake . . . . .	28	Capt. T. Bennett	Chatham	1823	1834	West Indies
Samarang . . . . .	28	Capt. W. Hobson	ditto	1822	1834	East Indies
Sapphire . . . . .	28	Capt. W. Broughton	Chatham	1822	1836	South America
Tyne . . . . .	28	Capt. R. F. Rowley	Portsmouth	1827	1835	Mediterranean
Volage . . . . .	28	Capt. J. Townshand	Woolwich	1826	1837	Portsmouth
Actæon . . . . .	26	Capt. H. Smith (α)	Portsmouth	1825	1837	Chatham
Carysfort . . . . .	26	Capt. Lord Ed. Russell	Woolwich	1831	1834	South America
		Capt. H. B. Martin	Pembroke	1836	1836	Mediterranean

\* Taken from Spaniards in 1797.

† Receiving Ship—reduced to the complement of four guns.

• ‡ Commissioned by Captain-Superintendent of Packets—reduced to complement of six guns. ‡ Receiving Ship.

\*\* Captured in 1798.

Names.	No. of Guns	By whom Commanded.	Where Built.	When Built.	When Commissioned.	Present Station.
Cleopatra . . . . .	26	Capt. Hon. G. Grey	Pembroke	1835	1835	South America
Vestal . . . . .	26	Capt. T. W. Carter	Shernees	1833	1837	Shernees
Magicienne . . . . .	24	Capt. G. W. St. J. Mildmay	Merchnt's Yd.	1812	1835	Lisbon
Tribune . . . . .	24	Capt. J. Tompkinson	ditto	1803	1834	Mediterranean
Brune . . . . .	22	Capt. J. Clave	In France	1787	1836	Chatham*
Ceylon . . . . .	22	Lieut. J. G. M'Kenzie			1834	Malta†
<b>sloops.</b>						
Nimrod . . . . .	20	Com. J. Fraser	Deptford	1828	1835	West Indies
Pearl . . . . .	20	Com. Lord C. E. Paget	Merchnt's Yd.	1826	1835	ditto
Tweed . . . . .	20	Com. Hon. F. T. Pelham	Portsmouth	1823	1835	Lisbon
Champion . . . . .	18	Com. G. St. V. King	ditto	1824	1835	West Indies
Columbine . . . . .	18	Com. T. Henderson	ditto	1826	1834	Coast of Africa
Comus . . . . .	18	Com. Hon. P. P. Cary	Pembroke	1828	1837	West Indies
Dido . . . . .	18	Capt. L. Davies, C.B.	ditto	1826	1836	Mediterranean
Electra . . . . .	18	Com. W. Preston	Portsmouth	1827	1837	Portsmouth
Favourite . . . . .	18	Com. W. Croker	ditto	1829	1837	East Indies
Fly . . . . .	18	Com. R. Elliott	ditto	1831	1836	South America
Harrier . . . . .	18	Com. W. H. H. Carew	ditto	1831	1835	ditto
Hyacinth . . . . .	18	Com. W. Warren	Plymouth	1829	1837	East Indies
Larne . . . . .	18	Com. J. P. Blake	Pembroke	1829	1837	East Indies
Modesta . . . . .	18	Com. H. Eyres	Woolwich	1827	1837	Woolwich
Orestes . . . . .	18	Com. J. J. F. Newell	Portsmouth	1824	1834	Mediterranean
Pylades . . . . .	18	Com. W. L. Castle	Woolwich	1824	1835	Coast of Africa
Racehorse . . . . .	18	Com. W. Craufurd	Plymouth	1830	1837	Plymouth
Rover . . . . .	18	Com. C. Eden	Chatham	1832	1834	South America
Scout . . . . .	18	Com. R. Craigie	ditto	1832	1835	Coast of Africa
Wolf . . . . .	18	Com. E. Stanley	Portsmouth	1826	1834	East Indies
Childers . . . . .	16	Com. Hon. H. Keppell	Chatham	1827	1834	Mediterranean
Pelican . . . . .	16	Com. B. Popham	Merchnt's Yd.	1812	1834	Coast of Africa
Raleigh . . . . .	16	Capt. M. Quin	ditto	1806	1834	East Indies
Satellite . . . . .	16	Com. R. Robb	Pembroke	1826	1836	West Indies
Triaculo . . . . .	16	Com. H. E. Coffin	Merchnt's Yd.	1809	1837	Lisbon
Victor . . . . .	16	Com. R. Crozier	Bombay	1814	1831	East Indies
Zebra . . . . .	16	Com. R. C. M'Crea	ditto	1815	1834	ditto
Scylla, barque . . . . .	16	Com. Hon. J. Denman	Merchnt's Yd.	1809	1837	Lisbon
<b>bribs.</b>						
Clio . . . . .	16	Com. W. Richardson (a)	Merchnt's Yd.	1807	1835	Mediterranean
Cruizer . . . . .	16	Com. W. A. Willis	Chatham	1828	1833	Shernees
Gannet . . . . .	16	Capt. W. G. H. Whish	Merchnt's Yd.	1814	1834	West Indies
Harlequin . . . . .	16	Com. J. E. Erskine	Pembroke	1826	1836	Mediterranean
Hazard . . . . .	16	Com. J. Wilkinson	Portsmouth	1827	1837	Coast of Africa
Idly . . . . .	16	Com. J. Reeve	Pembroke	1827	1837	Plymouth
Pelorus . . . . .	16	Com. T. Harding	Portsmouth	1808	1837	East Indies
Racer . . . . .	16	Com. J. Hope	ditto	1823	1833	West Indies
Ringdove . . . . .	16	Com. H. S. Nixon	Plymouth	1823	1837	ditto
Serpent . . . . .	16	Com. R. L. Warren	Merchnt's Yd.	1822	1836	ditto
Sappho . . . . .	16	Com. T. Fraser	Woolwich	1823	1837	ditto
Snake . . . . .	16	Com. A. Milne	Merchnt's Yd.	1822	1837	ditto
Sparrow Hawk . . . . .	16	Com. J. Shepherd	Woolwich	1807	1837	South America
Wanderer . . . . .	16	Com. T. Bushby	Chatham	1825	1835	West Indies
Wasp . . . . .	16	Com. D. W. A. Pelham	Merchnt's Yd.	1812	1837	Portsmouth
Wolverine . . . . .	16	Com. Hon. E. Howard	ditto	1826	1836	Mediterranean
Algerine . . . . .	10	Lieut. W. S. Thomas	ditto	1829	1835	East Indies
Cameleon . . . . .	10	Lieut. J. Bradley	Bombay	1816	1834	Lisbon
Curlew . . . . .	10	Lieut. E. Noreott	Woolwich	1820	1835	Coast of Africa
Haply . . . . .	10	Lieut. Hon. G. R. A. Clo.	ditto	1825	1836	West Indies
Leveret . . . . .	10	Lieut. C. J. Bosanquet	Portsmouth	1825	1835	Coast of Africa
Nautilus . . . . .	10	Lieut. W. Crooke	Woolwich	1830	1834	Portsmouth
Rapid . . . . .	10	Lieut. Hon. G. H. Kinnaird	Portsmouth	1829	1836	Mediterranean
Royalist . . . . .	10	Lieut. Hon. E. Plunkett	ditto	1823	1834	Lisbon
Saracen . . . . .	10	Lieut. H. W. Hill	Plymouth	1831	1837	Coast of Africa
Savage . . . . .	10	Lieut. Hon. E. R. Curzen	ditto	1830	1836	Lisbon
Scorpion . . . . .	10	Lieut. C. Gayton	ditto	1822	1833	ditto
Water Witch . . . . .	10	Lieut. W. Dickey	Merchnt's Yd.	1829	1834	Coast of Africa
Wizard . . . . .	10	Lieut. E. L. Harvey	Pembroke	1830	1837	South America
Speedy cutter . . . . .	8	Lieut. J. M. Motley	ditto	1828	1835	Part. Service
Cockatrice, schooner	6	Lieut. J. Douglas	ditto	1832	1836	South America
Hornet, brigantine	6	Lieut. H. Baillie	Chatham	1831	1832	Falmouth
Spyder, schooner	6	Lieut. J. O'Reilly (a)	ditto	1832	1835	South America
Viper, brigantine	6	Lieut. W. Winniett	Pembroke	1831	1834	Coast of Africa
Basilisk, ketch	6	Lieut. G. G. Macdonald	Chatham	1824	1835	South America
Pickle, schooner	5	Lieut. P. Hast	West Indies	1827	1834	West Indies
Plucker, schooner	5	Lieut. B. J. Sullivan	ditto	1827	1837	Chatham

\* Ordinary Depot.—Captured from French 1808.

† Receiving Ship—reduced to the complement of two guns.

Names.	No of Guns.	By whom Commanded.	Where Built.	When Built.	When Commissioned.	Present Station.
Skipjack, schooner	5	Lieut. J. J. Robinson	West Indies	1827	1834	West Indies
Seaflower, cutter	4	Lieut. J. Roche	Portsmouth	1830	1835	Portsmouth
Sparrow . . . . .	10	Lieut. R. Lowrey	Pembroke	1828	1837	South America
Bonetta . . . . .	3	Lieut. H. P. Descamps	Sheerness	1836	1836	Coast of Africa
Brisk . . . . .	3	Lieut. A. Kellet	Chatham	1819	1837	Portsmouth
Buzzard . . . . .	3	Lieut. J. L. R. Stall	Portsmouth	1834	1834	Coast of Africa
Dolphin . . . . .	3	Lieut. T. L. Roberts	Sheerness	1836	1836	ditto
Griffon, brigantine	3	Lieut. J. G. D'Urban	Chatham	1832	1836	West Indies
Lynx, ditto	3	Lieut. H. Broadhead	Portsmouth	1833	1833	Chatham
Forrester, ditto	3	Lieut. G. P. Rosenberg	Chatham	1831	1837	Coast of Africa
Fair Rosamond	3	Lieut. W. B. Oliver	Was a Slave	1837	1837	Coast of Africa
SURVEYING VESSELS.						
Alba . . . . .	6	Capt. A. T. E. Vidal	Chatham	1824	1835	Coast of Africa
Beacon . . . . .	8	Lieut. T. Graves	Pembroke	1823	1836	Mediterranean
Beagle . . . . .	10	Com. J. H. Wickham	Woolwich	1820	1837	East Indies
Fairy . . . . .	10	Capt. W. Hewett (5)	Chatham	1826	1834	North Sea
Lark . . . . .	4	Lieut. E. Barnett	ditto	1830	1835	West Indies
Magpie . . . . .	4	Lieut. T. S. Brock	Sheerness	1830	1836	Mediterranean
Ma-tiff . . . . .	6	Mast-Com. G. Thomas	Merchant's Yd.	1813	1836	Woolwich
Raven . . . . .	4	Lieut. G. A. Bedford	Pembroke	1829	1835	Coast of Africa
Starling . . . . .	4	Lieut. H. Kellett	ditto	1829	1835	South America
Sulphur . . . . .	8	Com. E. Belcher	Chatham	1826	1835	ditto
Thunder . . . . .	6	Lieut. B. Allen	Deptford	1829	1837	Portsmouth
STAM VESSELS.						
Albatross . . . . .	100	Capt. F. W. Beechey	Woolwich	1825	1837	Coast of Ireland
Albatross . . . . .	100	Lieut. E. B. Tining	Deptford	1826	1836	West Indies
Blazer . . . . .	160	Lieut. J. M. Waugh	Chatham	1834	1836	Part. Service
Boxer . . . . .	100	Lieut. F. Bullock	ditto	1837	1837	Part. Service
Caron . . . . .	100	Cop. E. E. Owen	Deptford	1827	1837	West Indies
Comet . . . . .	80	Lieut. G. T. Gordon	ditto	1823	1836	Part. Service
Constance . . . . .	100	Lieut. W. Arlott	Woolwich	1827	1836	Mediterranean
Echo . . . . .	100	Lieut. W. James	ditto	1827	1836	West Indies
Firefly . . . . .	140	Lieut. J. Pearce	ditto	1832	1836	Part. Service
Flamer . . . . .	140	Lieut. J. M. Potbury	Merchant's Yd.	1831	1836	West Indies
Hermes . . . . .	140	Lieut. W. S. Blount	Portsmouth	1835	1835	Mediterranean
Lightning . . . . .	100	Lieut. J. Shambler	Deptford	1823	1836	Part. Service
Meteor . . . . .	100	Lieut. G. W. Smith	Deptford	1824	1837	West Indies
Phoenix . . . . .	220	Com. W. H. Henderson	Chatham	1832	1835	Lisbon
Pluto . . . . .	100	Lieut. J. Duffill	Woolwich	1831	1837	ditto
Rhadamanthus . . . . .	220	Com. A. Wakefield	Plymouth	1829	1837	Mediterranean
Salamander . . . . .	220	Com. S. C. Daines	Sheerness	1832	1836	Lisbon
Spitfire . . . . .	4	Lieut. A. Kennedy	Woolwich	1834	1834	Part. Service
Volcano . . . . .	4	Lieut. W. M. Ilwaine	Portsmouth	1836	1836	Mediterranean
YACHTS.						
Royal George . . . . .		Capt. Lord A. Fitzclarence	Deptford	1817	1834	Portsmouth
Royal Sovereign . . . . .		Capt. ———	ditto	1804	1837	Pembroke
William and Mary . . . . .		Capt. Sir J. Louis, Bart.	ditto	1807	1837	Woolwich
SLOOP OF WAR FITTED AS YACHTS.						
Alert . . . . .		Lieut. C. H. Norrington	Merchant's Yd.	1836	1835	Falmouth
Briseis . . . . .	6	Lieut. J. Downey	Deptford	1829	1829	ditto
Delight . . . . .	10	Lieut. J. Moore (b)	Chatham	1829	1835	ditto
Express . . . . .		Lieut. W. P. Croke	Deptford	1836	1836	ditto
Goldfinch . . . . .	6	Lieut. E. Collier	Merchant's Yd.	1808	1832	ditto
Hope . . . . .	10	Lieut. W. L. Rice	Plymouth	1824	1836	ditto
Lapwing . . . . .	6	Lieut. F. R. Coghlan	Chatham	1825	1828	ditto
Lionet . . . . .		Lieut. W. Downey	Merchant's Yd.	1835	1835	ditto
Lyra . . . . .	6	Lieut. W. Forrester	Plymouth	1821	1829	ditto
Magnet . . . . .	10	Lieut. S. Griffith	Woolwich	1823	1836	ditto
Mutine . . . . .	4	Lieut. R. Pawle	Plymouth	1823	1826	ditto
Nightingale . . . . .	6	Lieut. G. Fortescue	Sheerness	1821	1830	ditto
Opossum . . . . .	4	Lieut. R. Peter	Woolwich	1829	1836	ditto
Pandora . . . . .	4	Lieut. R. W. Innes	Pembroke	1827	1833	ditto
Pigeon . . . . .	4	Lieut. W. Luce	Merchant's Yd.	1835	1835	ditto
Ranger . . . . .		Lieut. J. H. Turner	Plymouth	1829	1830	ditto
Reindeer . . . . .	6	Lieut. H. P. Dicken	Chatham	1832	1834	ditto
Seagull . . . . .	6	Lieut. J. Parsons	Pembroke	1825	1832	ditto
Sheldrake . . . . .	4	Lieut. A. R. L. Passingham	ditto	1826	1831	ditto
Skyark . . . . .	4	Lieut. C. P. Ladd	ditto	1827	1833	ditto
Spey . . . . .	4	Lieut. R. B. James	Woolwich	1835	1835	ditto
Star . . . . .		Lieut. C. Smith	Deptford	1836	1836	ditto
Swift . . . . .		Lieut. D. Welch	Woolwich	1826	1834	ditto
Tyrian . . . . .	10	Lieut. E. Jennings	Woolwich	1826	1834	ditto

\* \* This Table has been prepared, from original sources, expressly for this Journal; and, if borrowed, will, it is hoped, be acknowledged.



## PROMOTIONS AND APPOINTMENTS. NAVY.

### PROMOTIONS.

#### TO BE CAPTAINS.

Sir James E. Home, Bart.  
Henry O. Love.  
Hon. Henry Keppel.

#### TO BE COMMANDERS.

Thomas Coleman.  
G. W. C. Lydiard.  
Lord Francis J. Russell.

#### TO BE LIEUTENANTS.

R. J. Le M. M'Clure.  
Geo. Kenyon.  
J. W. Conway.  
Geo. Western.

#### TO BE PURSERS.

J. Mitchell. (b)  
W. Lawes.  
H. Johnson.

### APPOINTMENTS.

#### CAPTAINS.

T. W. Carter ..... Vestal.  
H. Smith (a) ..... Volage.

#### COMMANDER.

J. Reeve ..... Lily. \* c

#### LIEUTENANTS.

I. S. Tindall ..... Calliope.  
E. C. T. D'Eyncourt ..... Do.  
H. Johnstone ..... Racehorse.  
E. C. Smith ..... Do. \*  
B. J. Sullivan to Com. Pincher.  
F. S. Tharsby ..... Const Guard.  
Wm. Porter ..... Do.  
P. Bisson ..... Do.  
J. Hutchinsou ..... Volage.  
A. Lowe ..... Do.  
G. Gore ..... Modeste.  
T. S. Hill ..... Thunder.  
W. C. Phillott ..... Vestal.  
H. Wright ..... Do.

J. H. Norcock ..... Vestal.  
R. H. Bunbury ..... Princess Charlotte.  
H. C. Goldsmith to Com. Megara, steam-v.  
O. Stanley ..... to Com. Britomart.  
H. W. Johnstone ..... Racehorse.  
C. Richard, Flag to Rear-Admiral Bouverie.  
A. Kellett ..... to Com. Brisk.  
C. H. Lapidge ..... Lily.  
J. J. H. Tracey ..... Do.

#### MASTERS.

W. L. Browne... (Actg.) Volage.  
R. Hall ..... (Actg.) Vestal.  
G. H. Skend ..... Modeste.  
J. Jeffery ..... (Actg.) Racehorse.  
W. W. Millar... (Actg.) Lily.

#### SURGEONS.

B. Verling ..... Volage.  
G. Symers ..... Vestal.  
J. G. Harrison ..... Thunder.  
J. S. Dunn ..... Calliope.  
B. M'Avoy ..... Modeste.  
R. Gourley ..... Lily.

#### ASSISTANT-SURGEONS.

J. S. Davidson ..... Volage.  
J. Acheson ..... Vestal.  
R. D. Mason ..... Electra.  
H. Harrison ..... Melville.  
D. Thomas ..... Modeste.  
J. Allen ..... Tyne.  
A. Mackay ..... Haslar Hospital.  
H. H. Hammond ..... Britomart.  
R. Johnston ..... Lily.  
R. Carpenter ..... Megara.

#### PURSERS.

H. South ..... Volage.  
W. Pinhorn ..... Modeste.  
T. Fairweather ..... Vestal.  
E. O'Maley ..... Britannia.  
J. S. Street ..... Excellent.  
B. Dyer ..... Lily.  
J. B. Page ..... Royal Adelaide.  
T. Woodward ..... Phoenix.

## ARMY.

### OFFICE OF ORDNANCE, Nov. 27.

Corps of Royal Engineers—First-Lieutenant Francis William Pettingal, to be Second-Capt. Second-Lieut. John Hodges Pipen, to be First-Lieut. vice Pettingal; Second Lieut. Thomas Rice Lyster, to be First-Lieut.

### WAR OFFICE, Dec. 1.

1st Life Guards—Lieut. Lord Francis A. Gordon to be Capt. by pur. vice Brevet-Major Chetwynd, who retires; Cornet and Sub-Lieut. Lord George Augustus Frederick Paget to be Lieut. by pur. vice Lord F. A. Gordon; Seymour Phillips Allen, Gent., to be Cornet and Sub-Lieut. by pur. vice Paget.

1st Dragoon Guards—Cornet James A. Seton, from 11th Light Dragoons, to be Cornet, vice Maythe, appointed to 95th Foot.

10th Light Dragoons—Lieut. Edward David Crozier Halliard to be Capt. by pur. vice Moreton, who retires; Cornet Arthur Wellesley Williams to be Lieut. by pur. vice Halliard; Robert Edward Ward, Gent. to be Cornet by pur. vice Williams.

11th Light Dragoons—John Wm. Brotherton, Gent. to be Cornet, by pur. vice Seton, appointed to the 1st Dragoon Guards.

15th—Henry Ernest Hogreve, Gent. to be Veter. Surgeon, vice Henry Hogreve, who retires upon h.p.

7th Foot—Ensign George David Donkin, from 52nd Foot, to be Lieut. by pur. vice Eyre, who retires.

20th—Alexander George Munro, Gent. to be Ensign by pur. vice Vernon, who retires.

25th—Ensign Charles Clements Brooke to be Lieut. by pur. vice O'Donnell, who retires; Charles George Smith, Gent. to be Ensign by pur. vice Brooke.

27th—Edw. Nassau Molesworth, Gent. to be Ensign, by pur. vice M'Call, promoted.

45th—Lieut.-Gen. Sir Wm. H. Fringle, G.C.B., from 64th Foot, to be Col., vice Gen. the Earl of Cavan, dec.

48th—Capt. Wm. Reed to be Major, by pur. vice Lynch, who retires; Lieut. Wm. Bell to be Capt. by pur. vice Reed; Ensign Maurice Emmet to be Lieut. by pur. vice Bell; Fred. Mills, Gent. to be Ensign by pur. vice Emmett.

52nd—Henry Moon Brownrigg, Gent. to be

Ensign by pur. vice Doukin, promoted in 7th Foot.

53rd—Lieut. Charles Edward Dawson Warren to be Capt. by pur. vice Scott, who retires; Ensign Richard Butler Low to be Lieut. by pur. vice Warren; Thos. Harver Bathurst, Gent. to be Ensign by pur. vice Low.

61st—Major Fade Heatly, from h.p. Unatt. to be Major, vice Brevet Lieut.-Col. Edw. Charleston, who retires; Brevet Major Henry Simmonds to be Major by pur. vice Heatly, who exchanges; Lieut. James W. Dalgety to be Capt. by pur. vice Simmonds; Ensign Charles Clement Deacon to be Lieut. by pur. vice Dalgety; Geo. Edward Coryton, Gent. to be Ensign by pur. vice Deacon.

63rd—Major Sir Edmund Saunderson Prideaux, Bart., from the h.p. Unatt. to be Major, vice D'Arcey Wentworth, who exch.; Captain Arthur Cunliffe Pole to be Major by pur. vice Prideaux, who retires; Lieut. Joseph Samuel Adamson to be Capt. by pur. vice Pole, Ensign Gustavus Nicols Harrison to be Lieut. by pur. vice Adamson; Wm. Frederick Carter, Gent. to be Ensign by pur. vice Harrison.

64th—Lieut. Gen. Sir Richard Bourke, K.C.B. to be Col. vice Sir Wm. H. Pringle, appointed to the command of 45th Foot; Major James Edward Freeth to be Lieut.-Col. by pur. vice Kirkwood, who retires; Captain Hon. George Augustus Browne to be Major by pur. vice Freeth; Lieut. William John James to be Capt. by pur. vice Browne; Ensign Ambrose Barcroft Parker to be Lieut. by pur. vice James; Hon. George Frederick Wm. Yelveston to be Ensign by pur. vice Parker.

70th—Wm. Robert Brereton, Gent. to be Ensign by pur. vice Timins promoted.

86th—Ensign Goring Rideout to be Lieut. by pur. vice Murray, who retires; Wm. Edwards, Gent. to be Ensign by pur. vice Rideout.

93rd—Assist.-Surg. George Taylor from 22nd Regt. to be Assist.-Surgeon.

95th—Lieut. Chas. Augustus Brooke to be Capt. by pur. vice Craigh, who retires; Ensign Henry Hume to be Lieut. by pur. vice Brooke; Cornet Frederick Smythe, from 1st Dr. Gds., to be Ensign by pur. vice Hume.

Rifle Brigade—Ensign Charles Smith, from h.p. of 25th Foot, to be Second-Lieut. without pur.; Robert Moor Peel, Gent. to be Second-Lieut. by pur. vice Smith, who retires.

1st West India Regt.—Lieut. John David Blythe to be Capt. by pur. vice Halfhide, who retires; Ensign Gustavus Handcock Reilly to be Lieut. by pur. vice Blythe; Henry Andrew G. Evans, Gent., to be Ensign by pur. vice Reilly.

Unatt.—Ensign George M'Call, from 27th Foot, to be Lieut. by pur.

Memorandum—Lieut. Charles Henry Suche, upon half-pay of 76th Foot, has been allowed to retire from the Army, with the sale of a Lieutenantancy, he being a settler in the Colonies.

#### OFFICE OF ORDNANCE, Dec. 4.

Royal Regt. of Artillery—First-Lieut. Thomas Knatchbull to be Second-Capt. vice R. G. S. Smith, retired on h.p.; Second-Lieut. Henry William Montresor, to be First-Lieut. vice Knatchbull; First-Lieut. James Humphrey St. John, to be Second-Capt. vice Gilbert, retired on h.p.; Second Lieut. William Moffat Douglas Willan, to be First-Lieut. vice St. John; Second-Lieut. Collingwood Dickson, to be First-Lieut. vice Losack, deceased.

#### WAR-OFFICE, Dec. 8.

Royal Horse Guards—Ensign Fred. Henry Paul Methuen, from 10th Foot, to be Cornet by pur. vice Duff, who retires.

10th Foot—Samuel Gould Adams, Gent. to be Ensign by pur. vice Methuen, appointed to Royal Horse Guards.

17th—Lieut. John Brady, from 22nd Foot, to be Lieut. vice Kelly, who exchanges.

22nd—Lieut. Waldron Barrs Kelly, from 17th Foot, to be Lieut. vice Brady, who exchanges.

23rd—Lieut. Wm. Lemos Willoughby to be Captain by pur. vice Williams, who retires; Second-Lieut. John Shuckburgh Capron, to be First-Lieut. by pur. vice Willoughby; Ensign Thos. Ellis, from 30th Foot, to be Second-Lieut. by pur. vice Capron—Second-Lieut. Thos. Ellis to be Adjutant, vice Willoughby, promoted.

30th—Henry Broome, Gent. to be Ensign by pur. vice Ellis, appointed to 23rd Foot.

39th—Ensigns John Fitzroy Dalrymple to be Lieut. by pur. vice Leslie, who retires; William Mercer Lockhart, Gent. to be Ensign by pur. vice Dalrymple; Gent. Cadet Thomas Sergeant Little, from Royal Mil. Col. to be Ensign without pur. vice Lockhart, appointed to 7th Foot.

60th—Second-Lieutenant Miles Branthwaite Weston to be First-Lieut. by pur. vice Gisborne, who retires; Thomas Bateson, Gent. to be Second-Lieut. vice Weston.

69th—Staff Assist.-Surg. James Napper Irwin to be Assist.-Surg. vice Turner, dec.

71st—Lieut. Ralph Cheney to be Capt. by pur. vice Gore, who retires; Ensign Thos. H. Colvill to be Lieut. by pur. vice Cheney; Gent. Cadet A. C. Dashwood, from the Royal Mil. Col. to be Ensign, by pur. vice Colvill.

77th—Capt. Alexander Tomkins, from h.p. Unatt. to be Capt. vice Lothian Sheffield Dickson, who exchanges, receiving the difference.

78th—Ensign Digby St. Vincent Hamilton to be Lieut. without pur.; Ensign Wm. Mercer Lockhart, from 39th Foot, to be Ensign vice Hamilton.

83rd—Ensign Benjamin Handly Brown to be Lieut. by pur. vice Howard, who retires; Wenman Wynniatt, Gent., to be Ensign by pur. vice Brown.

84th—Lieut. George M'Call, from h.p. Unatt. to be Lieut. vice Peter Craufurd, who exchanges.

86th—Capt. Richard Nugent Everard, from 95th Foot, to be Capt. vice Wigmore, who exch.

87th—John Kent Egerton Holmes, Gent. to be Second-Lieut. without pur.

92nd—Lieut. Alex. Thomas Wharton Duff to be Capt. by pur. vice Pigot, who retires; Ensign Samuel Hood Murray to be Lieut. by pur. vice Duff.

94th—Ensign George Maunsell to be Lieut. by pur. vice Tomkins, promoted; William Henry Dore, Gent. to be Ensign by pur. vice Maunsell.

95th—Capt. Henry William Wigmore, from

vice Hingston, dec.; Capt. Francis Perry to be Major, vice Fraser; Lieut. David Wilson Jevors to be Capt. vice Perry; Ensign Christopher Lynch to be Lieut. vice Jevors; Henry Sall, Gent. to be Ensign, vice Lynch.

Unatt.—Lieut. Alexander Tomkin, from 94th Foot, to be Capt. by pur.

Brevet—Capt. Samuel Chartres, on the Staff at the Cape of Good Hope, to be Major in the Army.

Memorandum.—The commission of Dep. Assistant Commissary-General, conferred Aug. 23, 1836, on Commissariat Clerk Geo. Millar, has been cancelled, he having previously resigned the appointment held in the Commissariat Department. The commission of Dep. Assist. Commissary-Gen. Jas. Hamilton Kennedy has been cancelled from Sept. 16, inclusive, he having accepted a commutation for his half-pay. Capt. Wm. Gibson, late of 1st Royal Vet. Batt. has been allowed to retire from the service, with

the sale of a company, he being about to become a settler in Canada.

#### OFFICE OF ORDNANCE, Dec. 14.

Corps of Royal Engineers—Brevet Major William Cuthbert Ward to Lieut.-Col. vice Harper, dec.; Second-Capt. Thomas Battersbee to be Capt. vice Ward; First-Lieut. Samuel Henry Wentworth to be Second-Captain. vice Battersbee; Second-Lieut. Wm. Walter Fuller to be First-Lieut. vice Wentworth.

Royal Regt. of Artillery—Major-Gen. Edward Pritchard to be Colonel-Commandant, vice Sir John Smith, dec.

#### WAR OFFICE, Dec. 15.

4th Dragoon Guards—Lieutenant Ferdinand William Arkwright, from 47th Foot, to be Lieut. vice Wodehouse, who exchanges.

5th Dragoon Guards—Capt. Henry Augustus Jackson, from h.p. Unatt. to be Paymaster, vice W. Graham, who retires upon h.p.

4th Foot—Lieut. Robert Honeywood Monypenny to be Capt. by pur. vice Fyans, who retires; Ensign Murdock Maclean, from 91st Foot, to be Lieut. by pur. vice Robertson, who retires; Ensign John Cranck Walker Vivian, from 66th Foot, to be Lieut. by pur. vice Monypenny.

6th—Lieut. Maurice Griffin Dennis to be Capt. by pur. vice Morden, who retires; Ensign William Reed to be Lieut. by pur. vice Dennis; Henry Milham Johnson, Gent. to be Ensign by pur. vice Reed.

20th—Capt. Charles Smith, from h.p. Unatt. to be Capt. vice Connor, who each. receiving the difference.

21st—George Deane, Gent. to be Second-Lieut. by pur. vice Campbell, who retires.

23rd—Henry Halsey Lake, Gent. to be Ensign, by pur. vice Birch, whose appointment has not taken place.

42nd—Ensign Henry Maurice Drummond to be Lieut. by pur. vice Stirling, who retires; Robert Murray, Gent. to be Ensign, by pur. vice Drummond.

47th—Lieut. Hon. Bertram Wodehouse, from 4th Dr. Guards, to be Lieut. vice Arkwright, who exch.

48th—Capt. Charles Allen Young, from h.p. Unatt., to be Capt. vice Wodehouse, who exch. receiving the difference.

58th—Lieut. William Augustus Stewart to be Capt. without pur. vice Varlo, dec.; Ensign Joseph Henry Lave to be Lieut. vice Stewart; Serjt.-Major Michael King to be Ensign, vice Lave.

66th—James Hunter Blair Birch, Gent. to be Ensign by pur. vice Vivian, promoted to 4th Foot.

74th—Lieut. John Campbell to be Captain, without pur. vice Maitland, dec.; Ensign Cadwallader Edwards to be Lieut. vice Campbell; Quartermaster Serjeant John Isman to be Ensign, vice Edwards.

95th—Quartermaster Francis Fenehan to be Paymaster, vice Fredk. James Ratie, placed upon h.p.

Memorandum—Surgeon John Gray Hibbert, 59th Foot, has been restored to his original rank in the Army viz., May 30, 1814. The appointment of Lieut. Col. Oakes, from h.p. to be Major in the 2nd Life Guards, on Jan. 20, 1832, was, vice William Cowper Coles, who exchanges, and not, who exchanges, receiving the difference, as stated in the Gazette of that date.

#### DOWNING STREET, Dec. 22.

The Queen has been pleased to appoint Col. Sir George Arthur, K.C.B., to be Lieutenant-Governor of the Province of Upper Canada.

#### WAR-OFFICE, Dec. 22.

Brevet.—Colonel Sir George Arthur, on h.p. of the York Chasseurs, to have the local rank of Major-General in Upper Canada only.

#### WAR-OFFICE, Dec. 26.

1st Regiment of Life Guards—Brevet Col. Philip Wodehouse, from the h.p. Unatt., to be Major, vice Henry Robertes Wyatt, who exch.; Brevet Major John Hall to be Major and Lieut.-Col. by pur. vice Wodehouse, who retires; Lieut. Lord William Beresford to be Capt. by pur. vice Hall; Cornet and Sub-Lieut. William Anderson to be Adjutant, with the rank of Lieut. vice Eiman, deceased; Cornet and Sub-Lieut. Caledon Du Pre Alexander to be Lieut. by pur. vice Beresford; Corporal John Winterbottom, Ridingmaster, to have the rank of Cornet and Sub-Lieut., without pur. vice Ander son; John Farrer, Gent. to be Cornet and Sub-Lieut. by pur. vice Alexander.

13th Regiment of Light Dragoons—Lieut. Denis Hanson, from 17th Light Dragoons, to be Lieut. vice Burdett, who exch.

17th Regiment of Light Dragoons—Lieut. Francis Burdett, from the 13th Light Dragoons, to be Lieut. vice Hanson, who exch.; Lieut. Wallace Barrow to be Adjutant, vice Hanson, who resigns the Adjutancy only.

3d Regiment of Foot—Lieut. Robert Munners Sparks, from the Cape Mounted Riflemen, to be Lieut. vice Peckall, who exch.

7th—Lieut. Sydenham Snow, from the 67th Foot, to be Lieut. vice Whittingham, who exch.

19th—Lieut. George Adamson Stanley, from the 40th Regt. of Foot, to be Lieut. vice Lewis Wynne, who retires upon h.p. of the 45th Regt. of Foot.

27th—Bartholomew Tunnard, Gent. to be Ensign, by pur. vice Vignoles, promoted to the 28th Regt. of Foot.

28th—Lieut. Charles Ferdinand Hamilton Smith to be Capt. by pur. vice Symons, who retires; Ensign Francis Durell Vignoles, from the 27th Regt. of Foot, to be Lieut. by pur. vice Smith.

40th—Lieut. John Willock, from the 45th Regiment of Foot, to be Lieut. vice Stanley, appointed to the 19th Regt. of Foot.

64th—Lieut. Harry Altham Cumberlege from the 45th Regt. of Foot, to be Lieut. vice Andrew Clendinning, who retires upon h.p. of the 45th Regt. of Foot.

6th—Theobald Butler, Gent. to be Ensign by pur. vice Walter Butler, who retires.

67th—Lieut. Hugh Parker, from the h.p. of the 89th Regt. of Foot, to be Lieut. vice Robinson, appointed Paymaster; Lieut. Ferdinand Whittingham, from the 7th Regt. of Foot, to be Lieut. vice Snow, who exch.; Ensign Tristram Madox to be Lieut. without pur. vice James, appointed Adjutant; John Thomas Locker, Gent. to be Ensign, vice Madox; Lieut. James Robinson to be Paymaster, vice Elgee, dec.; Lieut. Charles Woodcock James to be Adjutant, vice Fisher, dec.

91st—James Masterton Pennington, Gent. to be Ensign, by pur. vice Maclean, promoted in the 4th Regt. of Foot.

92nd—Archibald William Viscount Drumhaurig to be Ensign, by pur. vice Murray promoted.

2nd West India Regiment—Lieut. Cornelius Bolton Alcock, from h.p. of the 60th Regt. of Foot, to be Lieut. vice Messiter, appointed to the 89th Regt. of Foot; Ensign Frederick Lynn Halliday to be Lieut. by pur. vice Alcock, who retires; Henry Lees, Gent. to be Ensign, by pur. vice Halliday.

Cape Mounted Riflemen—Lieutenant Charles Russ to be Capt. without pur. vice Atchison,

dec.; Ensign Robert Manners Sparks to be Lieut. vice Ross; Lieut. Charles Peshall, from the 3rd Regt. of Foot, to be Lieut. vice Sparks, who exchanges; John Robert O'Reilly, Gent. to be Ensign, vice Sparks, promoted.

Royal Newfoundland Veteran Companies—Staff Assistant-Surgeon John Donald Grant to be Assistant-Surgeon, vice Huston, appointed to the Staff.

Brevet—Capt. George Procter, of the Royal Military College to be Major in the Army.

Hospital Staff—Assist.-Surg. James Steele Huston, from the Royal Newfoundland Veteran

Companies, to be Assist.-Surg. to the Forces, vice Grant, appointed to those Companies.

Apothecary to the Forces George Hume Reade, from the h.p., to be Apothecary to the Forces, vice Wheadon, who retires.

Memoranda—The Christian names of Mr. Lockhart, appointed to an Ensigny in the 39th Regt. and removed to the 78th Regt. of Foot, are Graeme Alexander, and not William Mercer. The appointment of Mr. Henry Halsey Lake was to an Ensigny in the 28th Regt. of Foot, and not 23rd Foot, as stated in the Gazette of the 15th inst.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

At Morton, the Lady of Lieut.-Col. the Hon. Standish O'Grady, Unatt., of a daughter.

At Brighton, the Lady of Capt. T. Brown, Paymaster, 6th Dragoon Guards, of a son.

Nov. 25th, the Lady of Commander Pritchard, of H.M.S. Donegal, of a daughter.

Nov. 27, at Bury St. Edmunds, the Lady of Lieut.-Col. Eyros, Grenadier Guards, of a daughter.

In Fitzwilliam-square, Dublin, the Lady of Major Henry A. O'Neill, 12th Regt., of a daughter.

Dec. 5, at Springfield Cottage, Upper Clapton, the Lady of Lieutenant C. W. Riley, R.N., late Commander of H.M. Brig Espoir, of a daughter.

Dec. 7, at Stonehouse, Devon, the Lady of Capt. C. Bulkeley, of a son and heir.

Dec. 9, at Newtownbarr, Wexford, the Lady of Ensign W. L. Elmslie, 10th Regt., of a son.

Dec. 13, at Nenagh, the Lady of Capt. H. B. Barnham, 15th Regt., of a son.

At Bolton the Lady of Major Ede, 88th Regt., of a daughter.

At Mullingar, the Lady of Capt. Caldwell, 92nd Highlanders, of a son.

### MARRIAGES.

At Fermoy, Brevet-Major J. Campbell, 51st Light Infantry, to Jane, eldest daughter of Quartermaster A. Macdonald, 9th Regt.

At Shabbington, Bucks, Capt. J. Watson, 14th Regt. youngest son of Gen. Watson of Newington House, Oxon, to Ellen Elizabeth, youngest daughter of the Rev. P. Long, Vicar of the former place.

At Bath, Capt. W. H. Robinson, 79th Regt., to Georgiana, daughter of Rear-Admiral Buckle.

At Starcross, Exeter, Geo. Pencock, Esq. Master, R.N., to Jane, third daughter of the late William Ashe, Esq. merchant, of that place.

At Clonmel, Lieutenant George R. Kennedy, Royal Artillery, to Kate, second daughter of Charles Rial, Esq. of Heywood near Clonmel.

Dec. 12, at Greenwich, Capt. A. F. Evans, h.p. 37th Regt. to Sarah Esther Meuds, sister to Capt. Meuds, 2nd West India Regt.

Dec. 19, at Cork, Capt. W. H. Gillman, 68th Regt. to Rose, relict of the late James Ludlow Stawell, Esq.

Dec. 19, at Stoke, Lieut. J. F. Wharton, R.N., to Eliza, eldest daughter of the late Timothy Lyon, R.N.

Dec. 19, at Chatham, Lieut. F. A. Halliday, R.M., to Catherine Mary, youngest daughter of the Rev. C. H. White, Rector of Shalden, Hampshire.

### DEATHS.

July 1st, Lieut. Wharton Thomas Young, of the 41st Fusiliers, was drowned at Hobart Town. He was returning by water, accompanied by five privates, from Spring Bay to

Waterloo Point, when unfortunately the boat capsized and plunged the whole of them into the water. Four privates escaped with great difficulty. The bodies were subsequently recovered, and the last military honours to this lamented gentleman were paid to him on Tuesday the 11th of July. His Excellency Sir John Franklin, Captain Maconochie, and the whole of the civil and military officers attended the funeral, and several other of the personal friends of the deceased, with Mr. Kemp and Mr. Sorrell, his nearest relatives in the colony, as chief mourners. The memory of Lieut. Young will ever be cherished with kind regard by all who had the pleasure of his acquaintance, and in his corps he is sincerely regretted by all ranks.

July 24, at Lucknow, after three days' illness, Lieut.-Col. David Dowie, commanding the 2nd Regt. Bengal Native Infantry. He had, with the interval of one short furlough, served with honour in India for nearly thirty-two years, and was on the eve of his return to Europe. An officer of rank in India, in communicating the event to a brother officer at home, concluded his letter in the following words:—"His loss was much felt at Lucknow, particularly by his corps; there were very few dry eyes at the funeral, even amongst the Sepoys, and his remains were carried by them to the grave."

At sea, on return from Calcutta to Madras, Capt. P. Maitland, 74th Regt. son and Aide-de-Camp to Lieut.-Gen. Sir P. Maitland, K.C.B.

At Hyderabad, East Indies, Lieutenant A. Daubency, 55th Regt.

At Van Diemen's Land, Dr. James Scott, R.N., Aug. 18, Surgeon Dr. Beattie h.p. Staff.

Oct. 3, Lieut. Sutath, late 3rd Royal Vet. Bat.

Oct. 4, at Liverpool, Lieut. M'Dougall, h.p. 25th Light Dragoons.

Oct. 8, at Montego Bay, Jamaica, Capt. D. H. Massey 37th Regt.

At Jamaica, Capt. E. Wright, 64th Regt.

At Gibraltar, Ensign T. L. Stewart, 82nd Regt.

Oct. 15, Lieut. Topham, Royal Marines.

Oct. —, at Rugby, Lieut.-Col. Marshall, K.H., Unatt.

Capt. Sander, h.p. 5th Line British German Legion.

Nov. 3, in London, Assist. Com.-Gen. J. Spencer, h.p.

Nov. 24, at Plymouth, Assist. Com.-Gen. J. B. Knight, aged 68.

Nov. 26, in the vicinity of London, Lieut.-Col. Hingston, Royal African Colonial Corps.

Dec. 6, at Edinburgh, Capt. M'Kenzie, late 78th Highlanders.

Nov. 27, at Charlton, Capt. Lindsay, R.N., in the 51st year of his age.

Nov. 28, at Glengad, near Drumsna, Brevet-Major And. Dillon, 64th Regt.

At Sudbury Grove, Middlesex, Lieut.-Col. G. J. Sale, late of the 4th Light Dragoons.

At Whitelells, N.B., Ensign M'Comb, late 6th Royal Vet. Bat.

Dec. 5, Harriett, wife of Major Penckney, 11th Regt.

Dec 6, at Lissabon, Capt W O Jervoise, R.N., aged 48

Dec 7, at Forton, Capt. Stevens, late 98th Regt.

At Dunarvon, County Waterford, Capt Geo Vario, 58th Regt

Dec 8, at Guernsey, Lieut-Col Harper, R.E. Rec 2, at Deal, R. Weir, Esq. Master, R.N.

At Lochmawley, Fifeshire, Major Boyd's Herburgh, late of the 39th Regt

Dec 13, at Brighton, Rear Admiral John Tower, C.H.

Dec 15, at Garland Mallow, Capt Richard Plummer Davies, R.N.

At Stephen's Green, Dublin, Lieut General Overington Blunden

Dec 17 at Windsor, Lieutenant and Adjutant Thomas Eiman, 1st Life Guards

At Dublin, Col C. H. Godby, R.A.

The late Capt John Elgar Pavmaster (7th Regt.), whose death was announced in a late number of our Journal, entered the Service as a volunteer in the British Army in the Peninsula in the year 1808, and was attached to the 1st Battalion of Detachments until March 1809, when he was appointed to a Lieutenancy in the Portuguese Army then being organized under the command of Field Marshal Beresford and was most efficient in the formation and drilling of the 4th Portuguese Regiment. In September, 1809, he was gazetted as an Lieutenant in the 97th Regiment, and in February of the following year obtained a Lieutenancy by purchase, in the 34th Regt., in consequence of which he was promoted in April of that year to a company in the 5th Portuguese Regiment of Infantry, with which corps he served during the remainder of the Peninsular Campaign, and was employed with the Division of the Army under Sir Rowland Hill (now Lord Hill) on the left bank of the Tagus, and also under Marshal Beresford at the taking of Campo Mayor Orenza, the battle of Albuera, and the different sieges of Badajoz, as well as at the storming and capture of that fortress. He was unhappily excluded on his return to the British Army from that promotion to which his long and valuable services had justly entitled him, by a regulation withholding this reward of merit from such officers as had not previously joined (even for a short period) their British corps. He subsequently embarked with a detachment of the 34th Regiment in charge of 200 convicts, for New South Wales in October, 1817, and thence proceeded in the regular term of service, to join his regiment in India. He there remained on the Madras station until the year 1825 when he returned to England again, in 1829, he was ordered out to North America, whence in the latter end of 1833 he came home on leave of absence after a period of twenty seven years' service in various quarters of the globe as a subaltern officer of the British Army. On his arrival he obtained an unattached company and the Paymaster'ship of the 6th Regt., then in the West Indies. The unhealthiness of this station added by the ill effects of frequent and extreme changes of climate, caused his untimely death which took place at Demerara on the 24th of August last. This event has thrown upon the just consideration of the country a widow and six young and helpless children.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT W. H. SMYTH, AT BEDFORD.

NOV. 1837	Six's Thermometer		At 5 P.M.			Pluviometer Inches	Evaporator Inches	Winds at 5 P.M.
	Maxim Degrees	Minim Degrees	Barom Inches	Thermo Degrees	Hygrom Farts			
1	50.2	43.0	29.25	47.1	66.2	—	0.50	SSW fit br & squally
2	47.5	41.6	29.14	45.9	63.0	—	0.13	SSW str gale storm
3	47.6	35.5	29.35	45.2	7.43	—	0.40	SW fit air, beautiful day
4	51.0	38.4	29.83	44.6	71.1	—	0.29	NW fit air, very fine
5	44.8	36.0	30.09	40.8	74.5	—	0.05	W calm variable
6	44.2	38.2	30.33	43.9	70.5	—	0.22	NW calm cloudy
7	41.2	35.4	30.38	42.6	71.1	—	—	SSW calm beautiful
8	43.6	34.2	30.25	41.6	71.2	—	—	W by S calm magnificent
9	48.9	44.5	30.00	49.2	80.0	0.320	0.20	SSW by W fit cloudy
10	53.3	48.4	29.90	53.3	86.3	0.453	0.29	SW fit br, alk & clear
11	48.6	46.0	29.93	47.8	70.8	0.20	0.40	NW fit breeze, clearing
12	51.3	43.2	30.10	45.6	63.4	—	0.23	NW nearly calm but
13	45.3	40.6	30.03	44.2	69.7	0.010	0.27	SSW light br cloudy
14	40.6	43.3	29.53	44.5	79.3	0.13	0.13	WNW calm rainy
15	44.9	40.0	30.05	43.0	73.6	0.073	0.45	N calm cloudy
16	43.0	39.0	29.97	42.8	68.0	—	0.40	N nearly calm beautiful day
17	42.8	37.6	30.07	39.0	70.7	—	0.40	NNW calm magnificent day
18	39.9	33.2	30.04	35.7	79.0	—	—	SSW fit air, cloudy day
19	41.5	35.2	29.87	45.5	69.0	0.31	0.36	SSW furious winds var
20	46.7	42.8	29.75	46.5	79.0	1.40	0.50	S str gale, beautiful day
21	46.8	39.1	29.87	43.3	73.0	0.45	0.05	W fit breeze, very var
22	45.8	39.2	30.08	45.4	69.0	0.30	0.030	SSW str wind overcast
23	45.5	41.7	30.30	44.6	75.2	0.035	0.47	SSW calm cloudy
24	46.6	45.8	29.97	45.0	74.0	—	0.50	SS by N fit breeze, fine
25	43.9	38.5	30.13	43.0	80.6	—	0.40	NNW calm beautiful day
26	43.6	37.8	29.65	40.4	82.0	—	0.32	SSW fur gale very var
27	43.3	40.0	29.28	41.2	77.9	0.2-2	0.30	SSW str winds, b day
28	43.3	40.0	29.28	41.2	80.8	0.123	0.45	SSW fit air, clear up
29	40.8	36.0	29.63	39.5	78.0	—	0.038	NNW calm, mag day
30	49.2	38.7	29.80	41.4	75.0	—	0.080	SSW fit air, clearing up

## THE ROYAL NAVY.

IN pursuance of our expressed intention to take a review of the most important concerns of the Navy for the current period, we proceed to the execution of our task, commencing with a subject of primary importance,—the mode of providing seamen to man the fleet. This topic which, with the architecture of our Wooden Walls, forms the foundation of our maritime power, being of too grave and complicated a nature to be lightly discussed, has alone extended to a length which precludes the admission of other congenial subjects in the limits of our present Number; we shall, however, persevere in our design through successive Numbers, till we have touched upon those matters—repeated them, we should rather say—which may be regarded as of most interest and urgency to the Service. We offer, also, in our present Number, the first of a series of Notices of the Ports of France, which may be considered to bear collaterally upon the objects in our view.

Of the expediency of maintaining a formidable Naval Force afloat, and in ready reserve, we have not failed to reiterate our strong conviction—a conviction which the occurrences of each succeeding year more irresistibly impress upon the minds of all who are not mere party bigots, or stolid “economists.” We do not, however,—nor ever did—participate the exaggerated alarm which it appears the fashion to propagate with regard to the naval armaments and projects of Russia—a power which has, and will for a century have, quite enough to do in consolidating and securing its unwieldy possessions, and in providing for its internal government and civilization. The rivals and possible adversaries against whom Great Britain has to guard, are of another and more familiar class;—need we allude to the French and Americans, by whom, however, political hypocrisy may patch the feud and gloze the feeling, we are regarded with an equally bitter jealousy and unextinguishable aversion:—but let us turn, for the present, to the engrossing consideration of

## MANNING THE FLEET.

The attention of naval officers, rather, it is important to observe, than that of a deeply interested public, having been drawn recently to the unusually long intervals which have elapsed between the commissioning and the completion of the complements of most of the ships which were brought forward last year, it is proposed to offer some remarks on this very serious but apparently unheeded topic, and particularly to consider the prospect which the experience of a long peace has afforded of the practicability of manning the navy with volunteers in war, a system upon which it is avowed that dependence is to be placed. It is believed, that this subject, treated as one of provident forethought, has never undergone a specific discussion in Parliament, although it has been noticed there incidentally many times, and especially on the passing of an Act for registering Merchant Seamen more effectively. Some of the provisions of this Act have, in practice, been found to work very indifferently in the regulation of the mercantile marine: but with reference to supplying the public service with seamen, it may safely be predicted that it will be found to be perfectly useless. Yet in the progress of the

bill through Parliament, this advantage was strongly claimed on its behalf, and it is equally remarkable that the importance of this object is justly set forth in its preamble :—"Whereas the prosperity, strength, and safety of this United Kingdom, and of His Majesty's dominions, do principally depend on a large, constant, and ready supply of seamen, as well for carrying on the commerce, as for the defence thereof; be it enacted, &c., &c."

The common supineness of the best informed members may perhaps be attributed less to a due appreciation of the subject, than to an opinion tacitly entertained among them, of the impossibility of accomplishing the desired end without having recourse to the compulsory principle, however the form of its application may be varied, or the bitter pill gilded. In the present temper of the public with reference to personal rights, such an avowal might prove injurious to individuals, without advancing the question far on its true basis, which, it is feared, must be left for events to accomplish: hence they may desire to postpone to their successors the settlement of a question that is beset with difficulties. Such a rule of action is more consonant with private convenience than sound in an extended view; for delay, without diminishing the embarrassments, will refer the consideration of the point to a period when it will assume a form less capable of receiving deliberate investigation than the one it now wears.

The inactivity, therefore, of senators is blameable, but still more so is that of the functionaries who are charged with those weighty duties, for every naval administration during the peace has shirked and parried discussion, instead of boldly avowing that a necessity will exist for compulsory service, in which it would be much better that they should prove false prophets than the contrary. Whatever unpleasant effects might have ensued to the naval minister who adopted such a line of conduct, it would at least ensure to him the satisfactory reflection that he had not hesitated between popular obloquy, and a faithful adherence to duty. Sometimes we have felt disposed to take comfort from the reprobated apathy by surmising that a scheme that will impart confidence to friends, and by the suddenness of its development, astonish and confound enemies, is kept in embryo against a time of need.

As, however, any such scheme, whatever be its precise nature, in order to prove efficacious, must be plain and practical, its usefulness would not be impaired by publicity: this conviction dispels the conjecture. Our subject is the most perplexing of any which the prospects of home policy disclose, because it can arise only on a rupture of peace, a time, above all others, when domestic unanimity is most desirable: this weak point in a position otherwise strong, even now is speculated upon by maritime powers; but in what bold relief would it then stand forth?

Sufficient foresight and care is constantly applied to preserve and improve the Navy, but provision for the heart which shall animate the vast machine is much neglected, for it is too probable that all which it is commonly professed has been done for the purpose of dispensing with coercion in manning the Navy in war, will fall far short of that end, which does not appear much nearer than it was on the usual abandonment of impressment at the termination of the late war. We desire to diffuse the grounds of this opinion, so that if they establish its truth among those readers who may not have reflected deeply upon the sub-

ject, their support may be ensured, for the strong measures which may be found requisite when the exigency shall arrive for bringing it to the severe test of practice. Let us imagine this to be the case, and that general warrants to impress are issued, what would be the state of the public mind? The Canadian revolt afforded a specimen of the sentiments that would be uttered by certain members in Parliament. From the increase of intelligence among the inferior classes of society, and their clearer perception of personal rights, moved also by the language of the majority of the newspapers, it seems inevitable that an active and armed resistance will be offered by seamen, encouraged by a voice from the shore, stentorian in volume and mischievously influential. On the River, and in the principal sea-ports, disorder, tumult, and too probably massacre, would ensue; and this painful duty would have to be enforced against the enlarged ideas of the actually coerced, and also in opposition to a more adverse expression of public opinion than has yet been manifested in similar transactions. Even with a successful termination to these endeavours, it will be a slow and difficult proceeding to man the Navy.

Meantime events may occur, which, if they be not altogether rare in our history, at least may be so in the degree of their success. The peace establishment ships, together with the addition of a few which it may be found practicable to join to them, soon would have to yield the ocean to the fleet of France, perchance combined with that of Russia, or of the other powers of the northern confederacy, once prostrated by Nelson,—all of them, let it be particularly noted, manned compulsorily, unresistingly, and, consequently, with most advantageous promptness. Our fleet, contemptible in numbers only, may have to seek safety in flight, while the enemy captures and impedes commerce, insults, and perhaps invades the coast, and inflicts evils on these prosperous isles not soon to be forgotten.

In the humiliating position depicted, in such extremity, patriotism among the lower orders, with whom, as a spontaneous impulse, it burns most purely, might do something; but such flights are always brief and unregulated, and cannot be depended upon in prolonged or extended operations. The novelty of an attempt at invasion, or adverse blow to commerce, acting on the pride of the poor, and the fears of the rich, might produce a wholesome effect in cooling down the fever of folly to a reasonable temperature, so that it would cease to oppose judicious measures, or too closely scrutinize the modes in which they may be effected, which must be steadfastly enforced against all opposition. In the present temper of the public, it is apprehended that less sacrifices than those supposed will not suffice to give efficacy to early naval demonstrations.

In a less serious, but still perhaps an alarming contingency, much cannot be expected from temporary enthusiasm, for it must be remembered, that when Lord Exmouth returned home with the Mediterranean fleet, a sufficient number of the discharged crews would not re-enter in a squadron destined to proceed against Algiers, which certainly was a popular expedition. It is true men were procured, and without much delay, but this arose from the existence of a state of things no longer to be calculated upon, for London and the great sea-ports swarmed with the seamen, or perhaps, more comprehensively speaking, the men-of-war's men



who, during 1815 and 1816, had been paid off, as their ships returned from distant stations. Many of these men, from long service in the Navy, had become tolerable ordinary seamen there, but were both disinclined and unfit for the mercantile marine, even if that employment had not previously been completely manned. It cannot be forgotten; that during several of the earliest winters after the war, appeals were made to the public on behalf of these distressed people, whose condition was truly pitiable, but time produced its usual effect in dispersing them in various employments, and perhaps countries. For many years, therefore, in the merchant service, the supply has been steadily adapted to the demand, unless when fluctuations in commerce may occasionally have deranged these relations; hence, no surplus of seamen ought to be sought from that quarter, as was the case after the rupture of the short peace of Amiens. Again, at the close of the late war, a great act of national justice awarded pensions to the discharged men-of-war's men, on an understanding that they would be expected to serve when required. Time has also disposed of them, for of that once numerous body, only a remnant is now alive, and but a small portion of those who compose it are physically able to fulfil the condition: upon those who are capable, it is to be feared much reliance cannot be placed, although forfeiture of pension is the alternative. In such a strait, the best must be made of an admitted evil, and in estimating the national happiness, impressment, if found to be unavoidable, must be set off against the immense advantages still left for our enjoyment, until the wisdom of posterity, aided by happier circumstances than are yet developed, shall enable them to dispense with this evil also. All maritime nations, save one, have been thus constrained, and all concur in the lawfulness of obtaining, by whatever means, the services of a portion of their people to defend the lives and property of the remainder: this is done without disguise, under the names of conscription, maritime levy, or other avowed form. The exception to the practice are the United States, but such broad qualifications presently will be added to their singular position in this respect, as may cast considerable doubt on the ability to maintain it in future. Peace undoubtedly is the policy of this country, and we have been blessed with a continuance of it almost unlooked for; but experience teaches that it cannot be preserved always, even by most pacific dispositions in a people. Since the general pacification in 1815, this disposition has existed in a remarkable degree, and yet on several occasions war has appeared not distant. The state of Europe is very different from that contemplated in the Treaty of Vienna, which was carefully woven and destined to a much longer endurance by her wisest statesmen. Some of the new combinations which have resulted from the infraction of it certainly are not more favourable to tranquillity.

Since that memorable event, several causes have concurred, if not to impair, at least to render our naval superiority less imposing than it was then. Of these may first be noticed the strenuous efforts made by France to re-establish a navy, which is better organized and more powerful than it has been since 1782: to invade this country has always been a favourite project there, in proportion to its apparent feasibility, and if circumstances sometimes occur that may seem to indicate that Englishmen's recollections of Trafalgar are less acute than the occasion justifies, those of Frenchmen await only a fitting opportunity to prove quite

• alive to their own share in that event.\* Some persons imagine that the application of steam to navigation has altered the relative positions of the two countries in war, to the disadvantage of England. Although the tenor of this article shows our dissatisfaction with the neglect of an important defensive provision, we are so far from participating in the above opinion, as to entertain a conviction that steam power has wonderfully increased England's preponderance in war, both at home and, with one exception, abroad, and in particular, that it will enable her to invade the Continent almost at pleasure, and with a facility previously unknown, rather than to suffer from the reverse operation. Exclusive of war-steamers, the amount of commercial steam-tonnage of England much exceeds that of all the other European powers united, and in variety of size and of construction, presents an ample field for selection, should any of it be required for public use. The private steam-tonnage registered in the Thames, and between the Isle of Wight and the Humber, probably amounts to 50,000 tons, a half of which is always immediately available, and all of it in a short time, which in three days from their embarkation would suffice to throw at least the same number of troops, with all the munitions requisite for a campaign, or to any accessible part of the Continent between the Elbe and Ushant, besides constantly supplying it with reinforcements, provisions, and stores, and disencumbering it of two-thirds of the sick and wounded, by bringing them home to be nursed,—thus enabling it to keep the field, or to re-embark, under unprecedented advantages. This facility of menace, and of execution too, is unexampled, and would require an extraordinary large countervailing force to be employed by an enemy along that sea-board. Granting to France an equality in skill to manufacture engines, (at present, however, very remotely prospective,) England's inexhaustible stores of iron and of coal, both articles being of better quality and cheaper than in France, give us immeasurably the advantage both in raw material and in conversion.

Again, much as the rearing of English seamen has been neglected of late years, which will be further noticed, still they are more skilful and numerous than those of France, for although seamanship is of less moment in a steam, than in a sailing vessel, yet, even in steam warfare, seamen gunners and boarders will ever prove superior to landmen or to soldiers, even should these equal in valour Napoleon's Old Guard. If any one doubts this, he never was at sea in a steamer in a gale of wind: he who can command sea-legs, and retain an undisturbed stomach, will vanquish a dozen, to whom these advantages are denied. As,

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\* Does it not occur to some of the naval officers who have been liberal subscribers to the tributes to Wellington now in progress, that the "cynosure" of their own profession is neglected in this regard? As such is a common opinion, we venture to repeat a suggestion offered in the Journal of September, 1834, under a hope that it may be soon adopted. "In common with many of your naval readers, I felt great pleasure in observing that you have received a suggestion of the propriety of erecting a monumental column to the memory of Nelson, in the New Square, which will bear the name of his last memorable achievement. I feel assured that it is only requisite to convene a public meeting, in order to insure prompt and extensive support for a project which, referring to the extraordinary merits of the hero whose deeds it is designed to commemorate, has slept too long already. It is much to be desired that some person who is versed in such business would forthwith advertise a public meeting."

therefore, in steam-warfare, it may be presumed we shall always beat France, let there be no more croaking about the means afforded by steam navigation for the invasion of England: her continued exemption from this crowning misfortune will not depend upon superiority in that arm, but solely on the capability to maintain ocean supremacy. Russia may be considered to have taken the place of Spain in relative naval power, and to be more dangerous from her keener appetite for political aggrandisement, and also from the more active courage of her people. Her advances in civilization, and much extended warlike knowledge, have enabled her to dispense with the aid of foreigners to officer the fleet, for while this was done, and chiefly by Englishmen, such an obvious defect in polity almost paralyzed active hostility against us. On the other hand, a nation to whose principal fleet nature has denied egress from its ports for offensive operations, or ingress after defeat or misfortune, for a quarter of the year, and whose other fleet yet remains dependent on a hostilely disposed people for similar liberty,—a nation while thus geographically restricted, cannot develop much naval strength, unless in alliance with another maritime power. England has more than once forced the passage of the Sound against the combined hostility of Denmark and Sweden: certainly, with either of these powers in alliance, and perhaps alone, her fleet would render it impossible for that of Russia to leave the Baltic. The main obstacle, however, which Russia has to overcome, is the creation of an extensive maritime commerce: deficient in this, no nation ever was really and permanently powerful at sea—an assertion which, perhaps more than any other, history confirms. The aspirations for naval greatness, of France and of Russia, received an extraordinary impulse from their good fortune in having been allied with us at Navarin.

Let it be a maxim of our commanders, when much inferior in force, —and they enjoy an option,—never to attack their ships either at anchor (unless in peculiarly favourable situations), or in fine weather, until the time shall arrive when these adversaries have performed a few of the innumerable prodigies in seamanship, and physical endurance, by which our tars have almost exhausted the possibility of novelty — then such a caution may be disregarded. The progressive re-creation of the navies of Holland and of Denmark, which, although numerically weak, would be manned by good seamen, and ably commanded, will make them to be no mean auxiliaries to whichever side they may incline. Lastly, and in real importance as great as any of those enumerated, save in the defect under which our own Navy labours, the rapidly increasing strength, both in population, commerce, and maritime resources, of the United States, forms an almost new feature, and especially in reference to geographical position, in respect to future naval combinations. That power enjoys a form of government so popular, and professedly is influenced by such pacific dispositions, that war on its part must be the people's act, yet they have twice been more nearly embroiled in it than ourselves. The temper of the two communities towards each other is more amicable than previously during this century; but although their respective national interests are more promoted by peace, than those of any other nations between which there exist such extensive commercial relations, yet experience has proved that such a

calm is as uncertain as that of the elements, for there are at least plentiful materials for discord. Except the Orders in Council, the questions which led to war in 1812, are as unsettled as they then were, with the addition of a new one, of a nature to interest national pride deeply : these are the right of search under a neutral flag, and that of inalienable allegiance ; neither of which claims have been relinquished by us, or in anywise modified. A European war, in which England shall be a belligerent, will assuredly, and upon these points, embroil her with the United States. Besides this, the settlement of the north-east boundary, and Columbia River differences, advances too slowly to promise an early adjustment.

After having glanced at these circumstances, and their possible effect on the affairs of this country, let us not flatter ourselves that the *Mille-nium* is nearer, so far as the fitness of mankind for that promised consummation has been of late years, and indeed is now displayed, than it was at the close of the late war, but rather act upon the safe maxim, that our nation's strength, and impunity from aggression, will be found to be accurately proportioned to its means of naval resistance. England's extraordinary career, and the riches and impunity of her virgin soil, are additional inducements with several foreign nations to revenge innumerable humiliations, of which she was the instrument, and alike invite the enterprise of invasion, whenever it may be deemed practicable. The richest portion of the kingdom, that, indeed, which it seems likely would be selected for a descent, may be said to be destitute of natural fastnesses, and of those formed by art, Portsmouth alone is strictly worthy of the distinction. A battle, therefore, on the scale of Jena, or of Waterloo, terminating adversely, it is to be feared would be attended with consequences equally disastrous to the national independence, from the kingdom's deficiency of rallying points for a defeated army. The coast and interior harbours, generally, are very defenceless, and open to predatory incursions. After Trafalgar and the naval successes which followed that event, had rendered present danger from invasion, and its early recurrence, things of nought, a system of coast defence was commenced, by the erection of Martello towers, the most suitable kind of fortification imaginable ; but when the urgent occasion had passed, it was heedless of true economy to persevere in that system, unless more foresight and care had been exercised in choosing the sites for them. Viewing their form, apparent solidity, and enormous cost, it might have been supposed they were destined to an endurance co-eval with that of the globe : a few years, however, showed the contrary, for in some of them such defects became obvious, together with the encroachments of the sea upon others, as led to their being sold for smaller sums than the most insignificant item expended in their construction.

In the event of war, some of the condemned towers would have to be re-purchased, and, of course, for more money than they were sold for : some of these, for many years, it is conceived, will be capable of sustaining, if not the calibre of ordnance for which originally they were designed, at least a sufficient number of pieces to afford protection within a more limited range. If, therefore, the erection of them was injudicious, at a period when they were useless, and when the money appropriated to the purpose might have been husbanded, or applied to conducting the war more vigorously, the policy of selling any of them

so precipitately, that were not in immediate danger of submersion or of downfall, was still more so, and we trust will not be persevered in. Returning from this digression, we repeat that the country's continued exemption from the misfortune of invasion will not depend upon superiority in steam-vessels, or on Martello towers, or other fortifications, or on armies, but on the capability to maintain ocean supremacy. We seldom hear "wooden walls" toasted now-a-days, from which it may be inferred that the opinion of their utility is on the wane; but it is as true as that our position is insular, that continued rule on the ocean will alone prevent invasion, and the charge of supporting a powerful navy will be found to be much less burdensome, besides harmonizing better with historical associations, with national feelings, and with commercial interests, than that of fortifying innumerable assailable points, and maintaining garrisons on them. Moreover, the naval system is attended with the constant advantage of making war a distant evil, and thus preserving undisturbed domestic industry, the chief source of the sinews of war. In Brenton's Naval History, it is in substance judiciously observed that, "It is not by conflicts, however brilliant between single ships, but by victories over fleets, that naval dominion is asserted:" by pre-eminence thus obtained, alone, has invasion been prevented, and the maintenance of such pre-eminence alone will hinder it in future. Should we be driven from the ocean, invasion assuredly will follow: such was the design of Napoleon, who projected the enterprise with more wisdom and energy than had been devoted to it since the Conquest. If that preliminary were accomplished, a flotilla of steamers would offer but feeble resistance to sixty-seven ships of the line, the strength, be it remembered, of the combined French and Spanish fleets, which, in 1779, sailed triumphantly into the Channel, and captured the *Ardent*, 64, and several merchantmen, off Plymouth, some of their frigates anchoring in Cawsand Bay. For nearly three weeks they held undisturbed possession of that cruising ground: our fleet consisted of thirty-seven ships of the line: it was animated by the best spirit, but *badly manned*, and for the whole time to the westward of the enemy.

In 1781, the combined fleets, consisting of forty-nine ships of the line, intercepted a West India convoy, and cruized in the Chops of the Channel for nearly two months: meantime our fleet, of thirty ships of the line, repaired to Torbay, and assumed a defensive position. On both occasions, but particularly on the first, when the Channel was quite open to them, had the enemy been led by D'Estaing or Suffrein, we might have fared worse; but in those days councils of war were in fashion, and although a Spanish flag-officer strongly urged vigorous offensive measures, he could not influence his colleagues, who, doubtless, feeling surprise at the novelty of their situation, seem to have been satisfied with exhibiting the power to inflict greater mischief. It may be of wholesome effect, occasionally to recall the recollection to these disagreeable facts, as the vast majority of our countrymen are ignorant of them, and know of war only as a tradition: for generations their soil has been so entirely free from participating in its actual miseries, that in the unmixed enjoyment of security, they are prone to forget the secondary grounds of such an enviable and almost solitary exemption, and consequently are slow to apprehend anything that may place it in jeopardy. In defensive policy, it is to the fleet then, and, of course, to

everything which bears, however remotely, upon the manning of it, that the attention of government ought especially to be directed. If this be not done, of what avail will be our infinitely superior activity of equipment, and abundance of stores? which, with proper management, may be turned to so advantageous an account in striking a heavy blow upon a half-prepared enemy. It is only an actual experience of a position that can supply a knowledge of the attendant circumstances; but so far as the situation of this country, on a rupture of peace, may be imagined, we repeat our distrust of the security which appears to be indulged in, and founded, it would seem, upon an opinion industriously inculcated in quarters where information is available, which must lead to an opposite conclusion, that impressment may be dispensed with.

Until means much more adequate to that end than any yet devised shall have proved successful, the public ought not to look complacently on any legal obstructions being opposed to that practice. In defiance of stern facts, it seems to be anticipated that these means exist in voluntary enlistment, by which the navy is now manned, and this mode of supply, it is supposed, will be much facilitated by the new Registry Act. In peace, volunteering has almost always sufficed for this purpose, and the present state of peace has not in anywise differed from similar intervals, except in duration, and in the fact that the condition of those whom we will call naval seamen, has been unprecedentedly ameliorated. Notwithstanding, during this interval, it has often been manifested that this amount of encouragement does not afford a sufficient impulse to volunteering to be depended on even in tranquil times. The value of this resource was tested on the largest scale, yet applied at one time, in the spring of 1836, by a demand for 5000 men. The experiment, however, did not, either in the alacrity with which the call was responded, or in the quality of the seamen raised, (although there is conflicting testimony on this head,) it did not afford anything amounting to demonstration, that in the most emergent conjuncture, with naval supremacy, and national independence at stake, 100,000 men could be obtained even with equal facility,—if at all.

It would be deceptive to attempt to conceal that, in such an event, far more severe and harassing sea-service than any now dreamed of would be required, and that much stricter discipline will have to be enforced than that now in vogue, which it is presumed is sufficiently exact for the less urgent nature of peace duties. As to the composition of the seamen of the peace establishment, it is admitted to be of average goodness; but there is ample reason to believe that a large proportion of them, and a much larger of ordinaries, landsmen, and boys, are natives of the great naval outports and their vicinities, which is material, as showing that they are not obtained from, and therefore are strangers to, the great body of merchant seamen. Also, that substantially, the whole may be viewed as an irregular corps, the members of which, from long habit and a vested interest in growing pensions, have become attached to the service. In short, that there are no other changes in its numbers than such as arise from the replacement of deaths and desertions. The few Englishmen obtained abroad are mostly those who have quarrelled with the masters of merchantmen, and who, to dissolve an irksome engagement, are glad to join a ship of war; when there is a choice, the ship selected being almost invariably the one that most nearly has served her commissioned time. Very few seamen shipwrecked

abroad enter, unless from inability to procure a passage home upon wages elsewhere, and then under a similar discriminating selection. The colonies, and other external possessions, do not furnish much assistance of this kind, except Malta, where natives, many of whom have been at-sea, are always upon the look-out for vacancies, and a frigate's complement of such may be procured on short notice ; but the reason is, that more distress and privation, nay starvation, prevail there than in any other of our possessions ; and although, strictly speaking, the Maltese are our fellow-subjects, they would not be accepted, if Englishmen, even of inferior pretensions, could be procured. The opinion expressed of the peace-establishment men is partly a result of observation, and partly an interpretation of frequently-occurring passages in the newspapers of the naval outports, to the effect that, certain ships fitting out, expect to complete their complements so soon as certain other ships returning from foreign stations shall " be paid off, and their crews have enjoyed a run on shore." There is reason to conjecture, that instances have occurred of ships of the line having been ordered home without being regularly relieved, purposely to facilitate the completion of others. As one of the most remarkable instances of tardiness in getting manned, and which is selected as supplying a forcible illustration of the argument, that of the Princess Charlotte of 104 guns, may with propriety be adduced. Near the middle of February, 1837, she was commissioned to bear a flag on a holiday station, the destined employment almost affording a presumption that she would not be harshly ruled. At the latter end of June she had not completed in men : in the interim, the *Revenge*, 76, and some smaller ships, were paid off, godsend that materially supplied the deficiency, and the Princess Charlotte is reported to have sailed for the Mediterranean, upon an understanding that she would be completed from the ship she was appointed to relieve. Yet the manning of that ship, and of others commissioned last year, some of which did not succeed much better, was not retarded by extraordinary naval competition, or by an uncommon flow of mercantile prosperity : indeed, so far as regards the latter, rather the reverse, for the shock imparted to home commerce during the time by the disastrous bankruptcies in America, might have been expected, as perhaps was the case, to operate favourably on the naval purpose. The periods named also included a part of the severe and a part of the genial seasons.

Although, therefore, a fair example has been produced of the general process of volunteering in peace, it affords a very unfavourable inference of the feasibility of dispensing with compulsory service in war, a time when the assistance of disbanded companies may no longer be reckoned upon ; and with perfect fairness it may be asked, if this is the *constant supply* and *readiness* contemplated in the preamble which has been quoted ? Yet more unfavourable for the Navy will be the aspect of things in this particular, when a war demand for seamen shall have occasioned an immediate and unlimited rise in the wages of the mercantile marine,—an advance which, unless in the worst conceivable exigency of peril to which the State may be exposed, it is not likely the government would be permitted to outbid. This is touching a favourite point with those who urge that voluntary enlistment in war will suffice, if the wages of seamen are increased : that they will be increased, we are happy in believing that a just examination of the claim seems almost to assure ; but here a common adage applies, that " a thing

-is worth what it will fetch," and certainly, a seaman's skill when in demand will ever fetch less in the Navy than elsewhere. It is doubtful whether many of the younger advocates for advanced pay, as a means of obtaining the object specified, have enjoyed opportunities for observing that fluctuations in the wages of seamen are much greater as well as more frequent in war than in peace, and that during the late war wages varied for able seamen from 3*l.* to 6*l.* per month; while for the *run* or voyage enormous sums were exacted, besides (especially in the West India trade) allowances of rum, tobacco, coffee, and sugar. Also, that although at present the "balance of comfort" inclines decidedly in favour of naval seamen, and especially in victualling, an important point with all of us, if, as Dr. Johnson remarked, "Sir, a man thinks of few things so seriously as of his dinner;" still, at that period, the condition of merchant seamen was quite as superior, which an increase in their value would promptly restore. It is not meant that, generally speaking, the quality of navy victualling then was not quite as good as the vastness of the supply; and the necessity which existed for accumulating enormous quantities of provisions in every quarter of the world would admit, but simply, that these obligations, rendered almost impracticable the close scrutiny over contractors which opposite circumstances favour. Hence, the biscuit out of leading-strings, and beef or horse, as the case might be, perhaps ten years in cask, with which the heroes of that war were regaled, and which merchant seamen incontinently would have thrown overboard; for they enjoyed not an allowance merely, but their fill of the best plain fare that could be procured. The only certain inducements the Navy can offer will be those of a slight increase of pay and the customary war bounties, unless, as has already been observed, some should be in reserve of which the public are not apprised. As respects bounties, seamen, like other classes whose gains are precarious, are influenced more by present than by remotely prospective rewards, which are not agreeable to their errant unsettled habits; still experience does not warrant much faith being reposed in the productiveness of this particular temptation. As to any increase of pay which may take place, it ought to be viewed rather as a step towards equitable recompense, than as an infallible, or even a probable panacea for obtaining a sufficiency of seamen. It is not to be anticipated that the advance will ever proceed, *pari passu*, with that which seems inevitable in private employment, and if it do not, the chief end sought by the alteration will not be attained. If such a competition be attempted on the part of the Navy, it must be undertaken with the drawback of a long engagement, and when successful, there will exist a sort of implied contract to assure the permanence of the rating the seamen may enter for, or to discharge him if his own misconduct or the superior merit of others require his deprivation.

Although this remark may be deemed fanciful, it seems just, in order to entirely carry out the principle, for such implied obligations are considered to attach to contracts both on shore and in the merchant service. In the Army a recruit cannot make it a condition of enlistment that he shall join a regiment as a corporal or serjeant; he is accepted as a private soldier, and if he should be promoted to those grades, he may be reduced without any breach of contract: but in the Navy, it is well known that volunteers may and often do enter expressly for the rating of inferior petty officers, or for those of classes respectively lower. In



unconditional or compulsory service those equitable obligations have no place, and that course is pursued unshackled, which the good of the service, and justice to the results of individual rivalry may seem to demand.

Should a close competition in wages be attempted, it sometimes would happen that of two seamen who might enter when wages are at different rates, A, the inferior in worth, would receive the highest; and B, the superior, the lowest: in long engagements such disproportion in reward to desert would generate discontent. Limited service, and its proper accompaniment, the non-evasion of service in turn by any who are capable, have much to recommend them; but a short term would be found to be incompatible with discipline and varied services; and in order to ensure the first-named of these indispensable requisites, the replacement of discharged men must be of very gradual operation in every ship. On the whole, a fluctuating rate of pay, and too narrowly limited terms of engagement, must be regarded as irreconcilable with the vigorous tone, and systematic uniformity of organization, which is essential in so large a branch of public service, from which it would be delusive not to avow that a fixed and regular system of recompense, and strict discipline, are inseparable.

A more equitable distribution of prize-money is already decreed; still this source of gain will ever be too uncertain to be strongly urged as an inducement to volunteer. In the manning of frigates and of smaller vessels, which ever now are soonest ready, doubtless it would have weight; but it will not facilitate the manning of a fleet, the chief difficulty to be surmounted, because the greater number of line-of-battle ships would not realise any captures. As a partial corrective of this inequality, it seems worthy of consideration how far it might be found advantageous to throw a portion of all prize-money into a common fund for general distribution among *sea-going crews*.

We observe to condemn, that in volunteering as now conducted, a practice is growing up of accelerating the completion of a complement by giving private bounties, whereby a Captain, who is indifferent to an expenditure of money, may procure a crew sooner than one who may even have been placed in commission earlier, but to whom a similar pecuniary sacrifice would be imprudent, or perhaps impossible. Some remarks by Rear Admiral Griffiths, in his useful book, under the head "Appearances and Mode of judging Ships," in which he condemns on a broad and intelligible principle, private expenditure for *ordinary* public purposes, are so applicable to this subject, that we quote them:—"The Captain who has a fortune, or is single, or to whom fifty or one hundred pounds is no object, by so expending it, acquires an *éclat* which the poor man, or the Captain oppressed with family, or even in debt, must either forego, or obtain this celebrity at the expense of his independence or family."

These words were not written in reference to the subject under consideration, but to which they are strictly apposite. The successful results of the practice may lead the higher powers to indulge in comparisons unfavourable to the holder of a lean purse, or to him who, in affluent circumstances, may choose rigidly to adhere to the obvious principle that the State is bound to pay its own expenses: they may themselves, moreover, be deluded into a belief that men are more plentiful than really they are. Admitting that the practice hastens the

attainment of the object sought, yet where it is not resorted to, the example has a tendency to retard that object, especially in the case of re-engagements, and when it is rumoured that a wealthy Captain is about to be employed; for the information of a modern man-of-war's man on such subjects, is far more accurate than were the galley-packet rumours of his more artless predecessor.

In concluding this portion of a very serious topic, it may appear to be superfluous, but we disclaim, on the part of naval officers, either an interest in, or partiality for, impressment, although of necessity they must be the active instruments of the practice. In every feature, it is particularly repugnant to them, and next to the actual objects of it, they would have most reason to rejoice in its abolition, for it is always a hateful, often a distressing, and sometimes a dangerous employment; and notwithstanding, in the last particular, it accords well enough with other contingencies to which they are liable, yet it is dangerous without honour, and is thus an exception to the spirit of naval duty, inasmuch as the most unbounded success imparts only a very abstracted self-approval, and never gratifies professional pride, which is the true basis of exalted feeling and noble conduct. The adage, "a volunteer is worth two pressed men," was not, during the war, at all consonant with our experience; still, could the Navy, whenever required, be entirely manned by unconstrained enlistment, such a system would admit of some discrimination being exercised in the selection of volunteers, and to the exclusion of notoriously bad characters. This would lead to a relaxation in the severity which too often is not "a terror to evil-doers" alone, and would diminish the necessity which, while such characters are received, will exist, for occasional harsh measures, which we will venture to assert, in many instances are more painful to him who commands, than to those who suffer by them. In this article it has not been intended to depreciate the peace-establishment men; on the contrary, as the nucleus of a war-establishment, it is conceived that, from having been so long trained in naval discipline and duties, they would prove invaluable; but it is thought to be sufficiently shown (the sole object in alluding to them), that their actual presence in the service affords no ground for pronouncing affirmatively on the main question for consideration, namely,—Whether the acknowledged improvements in the condition and amelioration in the treatment of seamen in the Navy, have wrought such a favourable change in the disposition of the bulk of *merchant seamen* towards the Queen's service, as will induce a sufficient number of them to join it voluntarily, whenever they may be required? This is the vital point, from which hangs the whole of this momentous and complex question; and after having carefully reviewed the inducements, which it seems to be expected will influence the decisions of seamen in favour of the Navy,—given a close consideration to the anticipated productiveness of the new Registry Act,—to the largest experiment in volunteering that has been tried at one time since the war,—and lastly, to that which is in current operation for procuring trifling supplies of men, we cannot embrace the prevalent opinion of the sufficiency of these means, when so much will be at stake; but with deep regret, and lively apprehension of evil consequences, take a place among the dissentient minority.

## ON NAUTICAL SUPERSTITION.

—————"Caution before,  
 With heedful step the lanthorn bore;  
 Pointing at graves, and in the rear,  
 Trembling, and talking loud, went Fear."

SEAMEN have long been taunted as being affected with an unnatural dread in the matter of omens, sprites, ghosts, goblins, witches, flying Dutchmen, *et hoc genus omne*; but as the taunters usually ascribe the feeling, or rather failing, entirely to the simplicity and uneducated condition of their minds, we venture to oppose the postulate. It is too notorious to admit of denial, that many of these amphibii are marvelously given to emotions of awe upon very shadowy occasions; but as the effect is not confined to the most ignorant of the class, the settling of the question demands a deeper scrutiny of the facts than has hitherto been given, or than it is our purpose to give. We mean merely to set forth, that notwithstanding the dread of the devil is daily diminishing, there is still a goodly race of wizards, fortune-tellers, conjurors, and astrologers, whose influence is pretty extensive over the human mind and heart. It will be found there are numbers who have not yet "pulled the old woman out of their hearts," and that, though Locke declares apparitions really have no more to do with darkness than light, there remain many who prefer the rays of the sun to the majesty of Erebus. But before we say anything about honest Jack's prejudices or aversions, we will carry our rambling remarks into the enemy's camp, in order to show that dreamy dread has been pretty rife among men—aye, and women also—of all classes; and that to the 'long-shorers we are indebted for much of the imaginary terror of nautical superstition.

In an age which so arrogantly felicitates itself on its imagined progress in philosophy, superstition is an object of the most pointed contempt, and is, in numerous instances, very deservedly so; yet it may originate in passions rationally excited—it may proceed from an earnest desire of pleasing, and the awful fear of offending the Omnipotent, as well as from a general sense of the frail tenure of our condition. Such a passion, it is true, has been corrupted and abused to the lowest stage of debasement by systematic fraud; but it is undeniable, that a slight tendency towards a belief in supernatural agencies adds fervour to piety, and does not necessarily imply ignorance, credulity, or a rage to adopt, with headstrong recklessness, the gross and barbarous delusions by which religion and belief have been so often and so fatally degraded. Credulity, being a hasty and implicit kind of faith, is distinct from the principle of rational belief; and it is so often and so impetuously impelled by mere and momentary feelings, that it has mightily assisted imposture in her commerce among fools and knaves. This is precisely the mania which the melancholy Button calls—"That infernal plague of mortal men, *omnium pestium pestilentissima superstitio*, and able of itself alone to stand in opposition to all other plagues, miseries, and calamities whatsoever." Its rise and prevalence has added largely to the corruption of men's hearts, and weakened the basis of moral and social virtue, by rendering the fears and follies of the multitude subservient to craft, pride, and tyranny.

The greatest degradation, however, to which the barbarous degree of superstition reduces the human mind, is in strengthening materialism and fatality, and inspiring false or inadequate notions of the Supreme and inscrutable governing Power. It is this which saps the imagination, clouds the judgment, and sears the conscience. "It were better," says Bacon,—“it were better to have no opinion of God at all, than such an opinion as is unworthy of him; for the one is unbelief, the other is contumely.”

From these premises, it will be understood, that we admit of two degrees of superstition: the one of which, compounded of the inherent passions of admiration and apprehension, may, under proper guidance and direction, exert a beneficial influence on its votary; while the other, being the offspring of terror and credulousness, baffles the intellect by misleading the reason: the first being adventitious to religion—the second a corruption. By the last passion men were led to the invention of intermediate and primary agents in the sequence of events, and to give to airy nothings embodied forms and “local habitations;” and all the attributes of personified intelligence were assigned with an ingenuity and absurdity which exhibit the most-eccentric wanderings of the human mind. The passion reigns over various regions; but in England, we are happy to say, the faith in preternatural intelligences is now undermined, and the imaginary omnipotence of hobgoblins is so shorn, as only to affect those who doubt by daylight, and believe as soon as it gets dark. Yet, allowing this to the fullest extent, superstitious wonder and timidity have still more empire remaining, as we have already asserted, than philosophers are apt to suppose; and the rule will be maintained so long as the class to whose numbers Solomon alludes shall prevail. It must endure whilst—

“ In proud contempt of cultured brains,  
The vice of Casuistry reigns,  
Who wages war with Judgment's code,  
To make man quibble with his God:  
And whilst Credulity, who ne'er  
The weight of wholesome doubts could bear,  
To Reason and herself unjust,  
Takes all things blindly upon trust.”

Under the united influence of such passions, and the force of traditional marvels, it is not surprising that a belief in demoniac agency, fascination, sorcery, witchcraft, and the whole circle of occult power, should have obtained and existed in all ages, in all religions, and in all countries. Human nature is by instinct and education inclined to the mysterious, while the mind, from the faculty of association, has a tendency to attach good or evil to those objects which have been observed to precede or to accompany pleasurable or painful circumstances. Hence the grand basis of superstition; and when the empire was established, many of the testimonies were so circumstantial and positive, that the probability of supernatural visitations was not easily argued away. Indeed, many of the advocates of human prescience, demonology, and *ægri somnia*, assume high grounds against those who oppose them. They assert that scepticism as to the influence of evil spirits is an unreasonable attack upon all history, as well as a denial that the fall of man and the advent of death were wrought by the malice and treachery of the devil. To Jews and Christians who profess this

belief, abundance of argument is afforded in Holy Writ, in the repeated denunciations against sorcery, divination, and witchcraft—in the contests of the Egyptian magi with Moses—in the enchantments of the Moabites—in the Witch of Endor—in the metamorphosis of Nebuchadnezzar—the philtres of Jezebel—the amatory devil of Tobit—the Gadarene demoniacs—and the pranks of Simon Magus and Elymas the sorcerer. The minds of the Pagans were no less excited by their mythic materialism, the agatho-dæmon of Socrates, the warning apparition of Dion, the nymph Egeria, and the spectre of Cæsar; the Egyptians led to the belief that the spirits of the deceased always attended their bodies, wherever they were interred—whence the careful embalmment with rich gums and spices; and the ancients, in general, were as much governed by omens and portents, amulets and charms, lustrations and purifications, as any of their successors have been:

“ Nam veluti pueri trepidant, atque omnia cæcis  
In tenebris metuunt.”

Even their sages gave way with the populace, because, as Plutarch observes in his *Symposiasts*, where we cannot give a reason for the thing, therefore to disbelieve the relation would be absurd. In this general prostration of mind, the most ignorant and the most timid were under a very galling tyranny: in public they had to own submission and fealty to an army of gods, who had each a separate and expensive establishment—and in private their imaginations, goaded by fear, conjured up those

—————“ Beckoning shadows dire,  
And aery tongues that syllable men’s names  
On sands, and shores, and desert wildernesses.”

The divination of Greece and Rome derived its infallibility from supposed secret natural sympathies, by which the entrails of sacrificial victims, the flights of birds, the appetite of chickens, and other sage prognostics of a similar tenor, became indicative of still mightier movements in the great machine. This notion is somewhat remotely analogous to the doctrine of the transmission of spirits, to the theory of spectral phenomena, adopted by Bacon, Fiens, Lavater, and other sympathetic sages, who would fain discover something in philosophy to countenance some strongly substantiated and very extraordinary cases of fascination. The case of phantasmata is, perhaps, the easiest to be reasoned upon of all the supernatural appearances; especially since it is well known, that when the power of volition is suspended, persons frequently dream while they are awake; and that apparitions are often real illusions from physical causes. Bishop Berkeley would doubtless have treated the matter *per saltum*, as he teaches those who choose to be so taught—“ That external objects are nothing but ideas in our minds; that matter exists not, but in our minds; and that, independent of us and our faculties, the earth, the sun, and the starry heavens, have no existence at all.” The sympathetic philosophers are compelled to take a more close and scientific view of the difficulty, since sensible materiality and the non-existence of matter have their respective advocates and opponents, whose dogmas form parallel columns doomed never to meet. The astute author of the treatise intitled *Saducismus Triumphatus* attempts to prove the reality of apparitions by arguments

deduced from the nature of the soul, the testimony of Scripture, and the evidence of fact; as well as to show that none but true Deisidemonians are really prepared for a life to come. There is, however, a strong presumption against this reality, in that they occur in times of corporeal disease, gloom, or melancholy, and more especially in cases of distressed or tortured consciences. At such visitations the ear and the eye may both be in error, where the mind is under a temporary derangement, the brain being the true seat of all the sensations and impressions derived from external objects. Of such creations of fancy, the ancients seem to have been aware, by their terming them "shades;" and these have been classed into ocular spectres and spectral illusions: the first exist in the eye, since they move with the motion of that organ, whatever may be the forms of the spectrum on the retina; the second class seem to move with their own proper motion, and, therefore, probably arise in the brain.

This train of reasoning will not, however, afford us the whole solution of the ancient belief in spirits. Simonides was saved from shipwreck, if we are to believe what is booked, by a warning given by the shade of a man, a stranger, whose corpse he had buried on the beach. Lucretius, though bound by the tenets of his philosophy to hold that the soul did not exist separate from the body, makes no doubt of the reality of apparitions, or that men have frequently appeared after their deaths. Livy and Tacitus believed in necromantic power. Plutarch is replete with instances of supernatural agency, and extraordinary phantoms; and he, moreover, mentions, in his treatise *De Facie in Orbe Lunæ*, an isle about five days' sail from the coast of Britain, in which the Genius of the place detained those intended to depart, not only by showing himself in dreams and exterior signs, but also by means of familiar spirits and demons. In the age of Lucian, the propensity to supernatural prodigies, and the avidity to accredit them were vehement,—whence, in that caustic satirist's works, we find ghosts visiting men's beds at the dead of night, witches indulging all kinds of pranks in sorcery, and efficacious spells and charms without number. Not that the Samosatans were himself troubled with spiritual apprehensions,—on the contrary, he entertained as great a contempt for the deeds and presages of necromancers, as he did for the divination *e viscerum sterquilinis* of augurs.

During the more ancient periods, the classic spectre-mongers produced some beautiful fictions, as those of Cupid and Psyche, Numæ and Egeria, and others of that class; but they failed in the higher aspirations of our nature, when compared with the terse simplicity of the sacred writers. The murderer was sure to be haunted by the shade of the person whom he had killed, unless he cut off the feet, the hands, the nose, and the ears, from the slaughtered corpse, and hung them about his own neck. Even this was not always sufficient—and among the Romans a most solemn adjuration was appointed, by the ghost seers, to be performed at the festival called Lemuria, which was instituted expressly to appease the inquiet dead. But nothing among the heathen authors can "toe a line" with the sublime, though vague, description of morbid oppression by Eliphaz, in the fourth chapter of Job:—"In thoughts from the visions of the night, when deep sleep falleth upon

men, fear came upon me, and trembling, which made all my hopes to shake. Then a spirit passed before my face; the hair of my flesh stood up: an image was before mine eyes; it stood still, but I could not discern the form thereof; there was silence, and I heard a voice."

¶ In the middle ages, the lares, penates, dryads, nymphs, satyrs, nocturni lemures, dii campestres, and genii locorum, with which every cliff, grove, and dwelling had teemed, disappeared; but earth, air, and sea became peopled with elves, goblins, demons—"black spirits and white, red spirits and grey," with all their trumpery—from the infernal chief not "less than archangel ruined," who plotted the ruin of our race, to the bull-begging Pucks and Robin Goodfellows that merely played practical jokes in *spirito follato*. But of all the elfin flitters through the *summa cacumina rerum*, none were of more domestic importance than the fairies, before whom most of the pretenders to magic revelry melt, as did the false Florizel of snow in the presence of the true one. Indeed this favourite and fantastic commonwealth is said to be still in existence, on mounds and hills remote from towns; a fact of the truth of which, if we may believe the narrators, any one may convince himself, by merely watching—

"What time, all in the moon's pale beam,  
Dancing by mountain, wood, or stream,  
To magic melody, the fays  
In green, and gold, and diamonds blaze."

Among these myriads of meddlers in mundane matters, female purity was an indemnity from the power of evil; for, according to the poet—

"No evil thing that walks by night  
In fog, or fire, by lake or moorish fen.  
Blue meagre hag, or stubborn unlaid ghost  
That breaks his magic chain at curfew time.  
No goblin, nor swart demon of the mine,  
Hath hurtful power o'er true virginity."

It may be asked, whether such gross superstitions could have been disseminated, except among the lowest orders. To this we answer, that a belief in supernatural influence and power obtained as well in the palace and the cloister, as in the hostel and the hovel; and the laws and limits of their operation were wholly undefinable. All ranks were infected, from St. Augustin, who believed in the metamorphosis of Ulysses and his companions into swine, and Leo the Seventh, who held for canonical the transformation of Apuleius into an ass, down to Hopkins the witch-finder. There were magicians who professed the black art, and conjurors who practised the white; astrologers, sorcerors, hermetic Rosicrucians, and hosts of pestilent impostors, whose success and ascendancy were a bitter satire on poor human nature. According to Napoleon, there is but a step from the sublime to the ridiculous; but the dark and dubious line of demarcation between the sanities and follies of this life seems to be even narrower still. Well might Montaigne exclaim—"Oh! que celui qui fagoterait habilement un amas de toutes les âneries de l'humaine sapience dirait merveilles!"

In order to show the vast influence of superstition over men's minds, in the later periods, we revert not to the testimony of the Dees, Lillys, Gadburys, Baxters, Lambs, or Glanvilles; we trace it in the more master-spirits of their ages. Martin Luther, according to his *Commen-*

*salla*, saw a ghost; Guy Patin\* believed the silly story of Bodin's familiar spectre; and the strong understanding of Pascal was susceptible of similar marvels. Bacon, speaking of sorcery, witchcraft, visions, and the like, evinces no decided antipathy to the mysteries, for he says,—"Howsoever the practice of such things is to be condemned, yet, from the speculation and consideration of them, light may be taken, not only for the discerning of the offences, but for the further disclosing of nature." Milton, the mighty, whose exalted sentiment was complimented by Algarotti as the *gigantesca sublimità Miltoniana*, thought that "millions of spiritual creatures walk the earth unseen." Dryden confided in occult influences, which led him to cast his own son's nativity; and few who have visited Oxford but must remember the horoscope on Burton's monument in Christ-church, to which old Anthony Wood appends the scandal, that rather than there should be a mistake in the prediction, the calculator "sent up his soul to heaven through a slip about his neck." The elegant Addison believed in witchcraft, though he gave no credit to any particular instance of it, whence he ridiculed the general and vulgar superstitious horrors. "At the same time," he adds, "I think a person who is thus terrified with the imagination of ghosts and spectres much more reasonable than one who, contrary to the reports of all historians, ancient and modern, and to the traditions of all nations, thinks the appearance of spirits fabulous and groundless." A similar opinion must have been entertained by his friend Pope, or we had not had the lines—

" 'Tis true, 'tis certain, man, though dead, retains  
Part of himself; the immortal mind remains:  
The form subsists without the body's aid,  
Aerial semblance and an empty shade."

John Evelyn, the fine old English gentleman, Sir Christopher Wren, Tasso Fairfax, Dugdale, and Elias Ashmole, were adepts in dreams and witchery; and not a few of their cotemporaries believed in the virtues of the mysterious word *abracadabra*, in curing the ague, the toothache, and the bite of a mad dog. Cromwell felt the "influences," and, a little before his death, is said to have quailed under the ominous occurrence of a huge whale making its way up the Thames. Pepys records in his diary, that waking during a tempest, he said to his wife, "I pray God I hear not of the death of any great person, *the wind is so high*." Even Reginald Scott, with all his noble contempt of witchcraft, was not entirely sceptical upon ghosts. In our own day, the "laconic" Cotton, in his dread of devilry, says, "I know not which is most detrimental to the happiness of mankind, to believe in such things if they have never happened, or to disbelieve them if they have." But he himself must surely have been bewitched, who, entering into the world a gentleman, a scholar, and a clergyman, quitted it a gazetted wine-seller, a ruined gambler, and a suicide.

Boswell makes an attempt to rescue the character of Johnson from

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\* This inaccurate dabbler, who, in *Encyclopædic biography*, is usually "distinguished for his wit and learning," honoured merry England with bitter hatred,—"*Moy qui hay naturellement les Anglois, je ne pense qu'avec horreur de cette nation*." On another occasion he avowed—"Hoc mihi sunt, inter homines, Angli, quod sunt inter brutas animantes, lupi"—a lycanthropic bit of candour which we scorn to translate.



the charge of superstition; but the well-known adage of the lexicographer, that the universal belief in ghosts confirms the fact of their existence, precludes its admission. Indeed, he expressed himself so often and so strongly on this head, that there can be no mistaking him. Of apparitions, he declared a total disbelief of them to be adverse to the opinion of the existence of the soul between death and the last day. He makes Imlac allude to the concurrent and unvaried testimony of all ages upon the subject; and adds, that some who deny it with their tongues, confess it by their fears. Of supernatural agency, he observed, all argument is against it, but all belief is for it; and when Miss Seward asked, with an incredulous smile, whether he would take pains to inquire into the evidence of a story about a ghost, he replied, with solemn vehemence, "Yes, Madam; this is a question which, after five thousand years, is yet undecided: a question, whether in theology or philosophy, one of the most important that can come before the human understanding."

It is on account of the prevalence of such opinions, that philosophers have had a reluctance to decide dogmatically upon a point where the evidence is mainly negative. Christian divines hold that there was a time when the Almighty displayed his power more visibly on earth than in later days, controlling and suspending, for inscrutable purposes, the ordinary laws of the universe; and the Roman Catholic Church still maintains, as an article of faith, that miracles descend to the present hour.

But it is not the least remarkable feature of our subject, that in her descent to our times, Superstition appears under very reduced circumstances. We have already alluded to the airy fictions of the ancients, which precursed and stamped many of those of the middle ages. In the East, a love of the marvellous pervaded every rank of society; and the collection of vivid tales called the "Arabian Nights," presents a series of gorgeous pictures, although the brilliancy of the colouring is more to be admired than the art with which it is laid on. But we have fallen from the deeds of ruined angels, the nine bedevilments of Vishmoo, the exploits of genii, and the franks of half-earthly half-hellish sprites, to the vulgar insipidity of the knockings and scratchings of a Cock-lane ghost—from the awful incantations of the weird sisters, to the miserable parish witch with her spindle and cat. Let us contrast a mediæval tale with an affair of a few years ago.

It is recorded by Saxo Grammaticus, that Asuithus and Asmundus, two Norse heroes, were sworn companions in arms. They had fought and conquered together, during many years, and their friendship was the theme of many a saga. At length Asuithus, after a desperate conflict, was slain in battle. The survivor, after causing a spacious vault to be constructed for his friend's body, and after having seen his arms, his horse, and his favourite dog placed therein, besides a large store of provisions, entered the tomb armed as he was, and, in consequence of a mutual vow which had passed between them, insisted on being immured with the deceased. The orders of such a man as Asmundus were not to be disputed. The soldiers walled up the opening of the vault, heaped over the whole the usual mound of earth, and departed, deeply lamenting the loss of two such leaders. It chanced that, a century afterwards, Eric, a Swedish rover or sea-king, passing near the

scene of this awful compact, was incited, by the hopes of finding arms and treasure, to violate this asylum of the dead. His followers instantly levelled the hillock, and the arch of the vault was opened; when, instead of the expected solemn stillness of a tomb, the ghastly figure of Asmundus rushed forth with a drawn sword, his armour battered and covered with blood, and deprived of half his visage. He addressed the wonder-stricken rovers in extemporaneous verse, and the tale he told was as frightful as his own appearance. "As soon," he said, "as the tomb was closed over him, a ravenous and hungry demon had taken possession of the body of his slaughtered friend, and had, without ceasing a moment, employed all the force and arms of the deceased, in order to conquer and devour the buried survivor. The hungry goulé had so far prevailed as to have feasted on the horse and the dog, but he aimed at higher quarry—

"Nec contentus (*ait*) equi nec canis esse.  
Mox, in me, rapidos transtulit ungues,  
Discissâque genâ, sustulit aurem."

The combat continued till the wretched narrator had half his face and his ear torn off, but at length, by the exertion of his old prowess, he overpowered and beheaded the spectre.

From this bit of wild imagination we turn to a modern scene; and were a Fuseli requested to select one of them for the powers of his pencil, we think it requires but little prescience to name that which he would select.

In August, 1807, a tailor named Alexander Montgomery, residing at Carmoney Meeting-house, Dublin, had a cow whose milk unaccountably got so thin and poor, that no butter could be obtained from it. It was, of course, bewitched by black magic, and therefore it was necessary to resort to the white art. In vain Mrs. M. tried all the recommended nostrums: no degree of labour, no lucky mode of churning, would avail; some malicious witch counteracted every effort, and the sages of the village laid their heads together to break the spell by conjuring. Twelve matrons, who feared not the devil, were selected to unwitchify the exhausted cow, but all their endeavours were fruitless; the privation continued, and the power of the imp was more and more manifest. The urgency of the case led Mrs. M. to lend a willing ear to the wonders performed by the venerable Mary Butters, of Carrickfergus, whose very name was deemed a happy omen. A deputation was sent, and after due consultation, old Mary was brought to Montgomery's, where some of the milk being formally put before her, she attempted to produce butter from it by a moderate charm, but failing therein, she boldly announced her intention of attacking the witch that very night by an infallible agency. Accordingly, at the appointed hour, Montgomery and a young man were ordered into an out-house, with their coats turned inside out, there to stand, one on each side the cow's head, till the incantation should be completed. There stood the sapsculs till the morning, when the youth determined to hurry the beldame, who, with the rest of the family, had remained in the house to perform the mystic rites. No answer being returned to his knocking, he resolved to brave all consequences, and magnanimously peeped in at the window, when, to his horror, he beheld Mrs. M., her son, a female lodger, and the witch herself, all lying apparently lifeless on the floor of the room. Calling the

other fool to his assistance, they burst open the door, and found the room suffocatingly full of sulphureous vapour, the chimney and every crevice having been carefully stopped up. With some difficulty they removed the bodies into the open air, and summoned the aid of their neighbours;—all, however, were lifeless corpses, except old Mary, who revived only to be taken to gaol for trial, and with her the kettle which was found on the fire, containing the powerful weapons of sorcery—large pins, needles, and crooked nails, in a quantity of the luckless milk!

Yes, kind reader, all this actually happened so lately as the year 1807, as the public records will testify.

“The subject of witchcraft is so bitter a humiliation to our species, and so remarkable a degradation of intellect, that, in tracing the course of superstition, some notice of it must be taken. How so ferocious an absurdity attained such an awful growth and strength, it is difficult to conceive, especially as common sense, the best test to try it by, has ever been allotted to a large portion of mankind. The advocates of demonology charge their opponents with contempt for the evidence of Holy Writ, of human legislation, and of the confessions of the accused themselves; and they very confidently demand, how otherwise can be read that ordinance of the 22nd chapter of Exodus, which commands—“Thou shalt not suffer a witch to live.”

Such arguments have often proved too strong for the credulous, who, as De Loyer, the able discussor of the matter *De Spectris*, remarks, are never apt to tire upon topics connected with the marvellous. But the belief was further strengthened, in that various learned theologians have recognised the “Blacke Arte,” and critically defined it as “a faculty, which by evil compact with demons, performs certain things wonderful in appearance, and above the ordinary comprehension of mankind.” The cruel bull of Pope Innocent VIII., establishes the fact of a diabolical commerce of wizards with succubæ, and of witches with incubi: and it is an orthodox opinion, that to such a parentage the world is indebted for Luther. This belief stimulated the inquisitors to an unsparing discharge of their horrible duty, and torture, fire, fagot, and glowing iron, were in constant requisition. Yet the Romish Church did not profess to wage a war of utter extermination, since she appointed express penances for converted witches; and Nicholas V. even went so far as to give Bishop Miratius a dispensation for applying to a noted witch to unbewitch him, which was accomplished by counter-charms. Under such weighty authority, it is not surprising that the doctrine spread over the fair face of Europe like a pestilence.

Men of discernment were, however, found here and there, who treated the matter with merited contempt, but they were unable to stem the torrent against such a powerful auxiliary as the Church. We are informed by a worthy old Johnian, that while the men of his college were hunting for a witch, “one Mr. Newton, of Trinity, did scoff exceedingly thereat.” Reginald Scott, the Kentish farmer, made a noble stand against the “lewde dealings of the witch-mongers;” though he was not so well seconded as he ought to have been, perhaps from the risk of offending the powers that were. Yet the incredulous party, though nearly silent, must have been numerous, since it does not at all follow, that he who quails at a phantom, need believe in the black art. Voltaire says that a reason may be given why we admit of the apparition of a person

deceased, and not of the operations of magic. It is possible, at least, that the Deity should, for extraordinary providential purposes, permit the appearance of ghosts; but it is not possible for magicians to possess the power of violating the eternal laws of that providence. A miracle, effected by the hand of Heaven itself, hath nothing in it absurd; but a miracle effected by a sorcerer, in direct opposition to Heaven, can only be swallowed by the lowest of the populace—

“Quodcumque ostendis mihi sic incredulus odi.”

Witchcraft and sorcery are usually held to be synonymous, but they are not exactly so, the latter being in affinity to mythology and romance, while the former is gross, sanguinary, and loathsome. There is something fanciful in the accusation of Hubert, Earl of Kent, in 1232, for drawing the royal favour to himself by sorcery, and stealing from the king's jewel-house a stone that could make a man invisible. But the details of witchcraft are tedious, absurd, and puerile, containing monstrous displays of mental and moral depravity, and descending to a lower degradation than the Obi of the negroes. One can hardly read the persecutions of its helpless victims, whether under proofs negative—positive—analogical—circumstantial—or *ad absurdum*, without a mingled emotion of mirth, contempt, and sadness—*fleat Heraclitus, aut rideat Democritus?*

The persecution of aged women prevailed, not only over Europe, but may be traced in most parts of the globe; and the suttee devotions of India may be deemed a modification of the abominable cruelty. The Siamese have an inhuman ceremony, somewhat resembling that of the scape-goat of the Jews. They single out an old or effete female, and carry her on a litter through all the streets, to the sound of noisy music. The mob abuse and insult her, and pelt her with mud and offals: after having sufficiently exposed her through the whole city, they throw her on a dunghill without the gates, forbidding her ever to enter them again, as she has then drawn all the malign influences of the air upon her.

We will now proceed to sketch the introduction of this most odious superstition into England, as being intimately connected with some of the impressions which still exist; though no one can revert to the time of the James's, when such numbers of hapless women were murdered under hellish torments, without disgust, horror, and humiliation. Those were the days which brought the noblest powers of the human mind to utter impotence, and inflamed the puritanic zealot to idiotic madness. Then triumphed that deadly monster, Persecution, in the garb of sanctity—

Whose touch, whose dead'ning touch, has steel'd the breast,  
Where, thro' her rainbow shower, soft Pity smiled;  
Has closed the heart each God-like virtue bless'd,  
To all the silent pleadings of his child.  
At her command he plants the dagger deep,  
At her command exults, though Nature bid him weep!

[To be continued.]

## ON TACTICS AND PROMOTION.

Concluded from our last.

<sup>a</sup> BEFORE we proceed to the subject of promotion, I must copy out two extracts from the volume of Napier's History, already mentioned: they help to throw light on the point of which we have to treat.

The historian, in speaking of the disorders committed by the troops, quotes the following passage from the Duke of Wellington's correspondence:—

"I am inclined to entertain the opinion that, in the British Army, duties of inspection and control over the conduct and habits of the soldiers, the performance of which by somebody is the only effective check to disorder and all its consequences, are imposed upon subaltern officers of regiments, which duties British officers, being of the class of gentlemen in society, and being obliged to appear as such, have never performed and never will perform."\*

On this passage Napier has the following comment:—

"Now it is a strange assumption that a gentleman necessarily neglects his duty. When well taught, which was not always the case, gentlemen by birth generally performed their duties in the Peninsula more conscientiously than others, and the experience of every commanding officer will bear out the assertion."

We must not presume to decide, where such authorities disagree, but shall content ourselves with attempting to reconcile statements more conflicting in appearance, perhaps, than in reality. The Duke is speaking distinctly of "inspection and orderly duties," and he was certainly right in saying that they were not properly attended to: even the present writer ventured to make the same remark, in a paper on promotion, published in your Journal; some years ago. The cause of the neglect arose, however, from their being "untaught," and not from their being gentlemen. They did not perceive the great importance of these duties; they were, mostly, young Captains and Subalterns, brave and zealous, no doubt, ready for any action of *éclat*, but not, in general, given to much reflection on professional subjects.

If a company officer had passed fairly through the hands of the drill-serjeant, it was all that was demanded of him; professional knowledge was not looked for and was not in fashion. Officers had seen promotion purchased, obtained by favour, or acquired by actions, or accidents in the field; but they had never seen preferment given as the reward of professional knowledge, or of a steady application to the routine of ordinary duty. They naturally cared little for such duties therefore, though always ready to perform services of a higher order. But had the officers known, or been taught, the importance of the duties they neglected, would not the evils that resulted from their inattention have been avoided? Just professional views, knowledge and reflection, would

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\* The Duke proposes, therefore, to raise the pay of the non-commissioned officers—a measure in itself the most praiseworthy ever recommended in the Army.

It is much to be regretted that the Duke of Wellington's Dispatches, to soldiers and statesmen the most valuable work printed in modern times, should have been published in so expensive a form, as to render it inaccessible to all but men of fortune.

have ensured the performance of these important duties ; but knowledge and reflection were as little valued in the humbler ranks then as they are now : money alone constituted valour, worth, and genius. To proceed with our extracts : at page 228, of the fifth volume of the *Peninsular war* is the following passage :—

“ It is certainly a great thing to fight a great battle ; and against such a General as Wellington and such troops as the British, a man may be well excused if he thinks twice ere he puts his life and fame, the lives and fame of thousands of his countrymen, the weal and woe of nations, upon the hazard of an event which may be decided by the existence of a ditch five feet wide, or by the single blunder of a single fool, or the confusion of a coward, or by any other circumstance however trivial.”

So then there may, it seems, be fools and cowards in an army, and the conduct of such men may lead to disastrous consequences : a sufficient reason, surely, why every exertion should be used to place efficient men in the profession, instead of merely leaving the selection to gold and good fortune.

At page 333, the historian says—

“ And heavily the French artillery played on the light and seventh divisions. The former, forced the keep near the fords in column, lest a sudden rush of Cavalry should carry off the guns on the flat ground, were plunged into at every round, yet suffered little loss, because the clayey soil, saturated with rain, swallowed the shot and smothered the shells ; but it was a matter of astonishment to see the seventh division kept on open and harder ground by its Commander, and in one huge mass tempting the havoc of this fire for hours, when a hundred yards in its rear, the rise of the hill and the thick forest would have entirely covered it, without in any manner weakening the position.”

The bleeding and mangled corpse of every soldier of the seventh division killed on this occasion, and who by more skilful leading might have been saved, offers a ghastly illustration of the value of the present system of promotion : a system that counts, and can count, for nothing, the knowledge and abilities of those to whom the lives of men are entrusted. I purposely say that according to the present system, talents can count for nothing, because the moment wealth can raise an officer of the humblest mediocrity over the ablest officer in the profession who happens to be poor, there is an end to the just claim of merit. The authorities become, to a certain extent, powerless : a candidate may plead talents, courage, knowledge, and services, and these may all be granted ;—but, the next step of promotion is for sale and must be paid for ; it is only for the wealthy therefore : if the purchaser proves a clever fellow, so much the better ; if not,—“ silence, cousin, and shuffle the cards.”

The foregoing extracts, taken almost at random from a single volume of Napier's work, will give some idea of the importance of having efficient officers. We shall now, in continuation of what was formerly written, say a few words on promotion by purchase : and a letter signed Britannicus, that appeared in your *Journal* for August, 1836, may serve as a text for our remarks.

The writer, from whom we are going to quote, had already brought forward everything contained in his last letter : the feebleness of his reasoning had been exposed, passage by passage, but carefully keeping out of sight every word which had been urged against him, he again

brings his exploded arguments forward, as if they were new ware altogether; and with a degree of gravity that forms, in truth, the only amusing feature of his writings. "Folly," says the clever author of *Well und Zeit*, "is often stretched in the dust before it perceives its own overthrow."

In a good cause it may be right, therefore, to expose the feeble arguments again advanced in support of the system of purchase, that now constitutes the foundation on which our whole system of promotion is made to rest; for, in the mass, men are so averse to thinking, that they generally receive the last word as the best word; particularly when it flatters an opinion long entertained, and which had been taken up, not as the result of calm and deliberate reflection, but exactly in the manner in which Falstaff describes the followers of Hotspur as having come by their rebellion,—"*It lay in their way and they found it.*"

And first a word as to an essential rule in the conduct of every discussion that has truth for its object: a rule that requires not to be taught in schools, but should, of itself, be evident to the most ordinary capacity. As nothing can be easier than to copy out opinions and statements once in print, it is the duty of every writer, who is accused of misquoting an adversary, to bring forward proofs of what he had asserted, or to apologize for his error. In the last communication I addressed to you on this subject, I distinctly denied three entire propositions which Britannicus had not only ascribed to me, but on which he had actually commented with all the weighty gravity for which he is distinguished. The only notice he deigns to take of my direct denial is this:—

*"As regards the quotations, every passage cited by Britannicus was copied verbatim;"* (a pretty assertion after having inserted the word "custom," where it changed the meaning of an entire passage!) "*and Major Mitchell must therefore, it is presumed, hold a peculiar doctrine on that point, as on some others with which the world is not yet made acquainted.*"

Now the "peculiar doctrine" I entertain on the subject is simply this: the writings of any person who first misquotes, or misrepresents, and who, on being taxed therewith, affirms the accuracy of his statements without the proofs necessary to substantiate them,—should be excluded from every respectable Journal. There is no opinion so silly of which we may not otherwise be accused. As to the passage about the doctrines I hold on points "*with which the world is not yet made acquainted,*" I leave it to the learned, and clever they will be who make out its meaning. Let us now hear Britannicus himself:—

*"In what respect, for instance, does the issue of the battle of Jena throw any light on the supposed evils of the system of purchase? Every one knows that no purchase takes place in the Prussian army."*

And yet the battle of Jena does throw considerable light on the subject; and the cause of its being cited was distinctly stated; but Britannicus keeps the reason carefully out of sight, and thus misrepresents the whole passage. The cause is simply this: Colonel Massenbach, who was Quarter-Master-General to Prince Hohenloe's army, published what may be deemed an official account of the whole transaction. In that interesting statement, much loss and disaster is traced back to the conduct of very subordinate officers,—captains, and subalterns, the commanders of posts, picquets, and patrols,—and the

circumstance was stated in order to show how important are the duties liable to devolve on officers of the humblest rank, and how necessary it therefore becomes to have the most efficient persons possible in all military situations. That no purchase takes place in the Prussian army signifies nothing: for those who cannot see that the working of the machinery tends to illustrate its composition and construction must be pitied, but cannot be argued with.

I now come to the only passage in the letter bearing on the subject, and every part of it has, in fact, been answered before; but, as already stated, Britannicus wisely passes over the replies, and re-introduces his original assertions as if they had been established principles. There seems, also, some attempt at conciseness in the composition: and it is really not easy to find so many errors crowded into so short a space. We shall, after quoting the whole passage, show them up in regular succession.

(No. 1.) "*The real question at issue is, whether improper appointments, and the long train of evils to which they give rise, are the necessary consequence of the system of purchase?*" (No. 2.) *What Major Mitchell has urged in support of that assumption appears to Britannicus to apply, if at all, to the abuse of patronage, the effects of which are rather diminished than increased by purchase, as has already been observed.* (No. 3.) *Setting aside all undue influence, and establishing a proper test of qualification, there has been no reason given, nor does there appear to be any, why, in a country like England, where wealth is so generally diffused, competent and efficient purchasing officers, as well as others, may not always be procured;* (No. 4.) *and certainly by a much less invidious method than that of selection, in whatever way the latter may be managed."*

#### ANSWERS.

No. 1. *The real question at issue is, &c. &c.*

This is not the real question; but an attempt to evade it; for we know of no law of nature or necessity which prevents all men of wealth from being angels of perfection, and all poor men from being dunces, as they ought to be: we only know that it is not so, and must act accordingly.

The real question at issue related therefore to the system of purchase, existing in the British Army, such as we know and see it: and we see it to advantage, for in our time the Army has always been commanded by men of the highest honour and integrity, who naturally strove, by all the means in their power, to diminish the evils resulting from the monstrous system which makes wealth the criterion of an officer's fitness to be intrusted with the lives and fortunes of men. Whether a system of promotion by purchase, so perfect as to reach even Utopian excellence, may be devised, is a different question altogether, and one respecting which the present writer had never taken the trouble to give an opinion, so that it was very needless to answer him on the subject. We all know that the philosopher's stone has not yet been discovered; but few take the trouble of arguing against the possibility of its being brought to light: indeed, I have great hopes of one of your correspondents, Mr. Editor; but let that pass for the present.

"The real question at issue," which Britannicus, as usual, evades, is this:—When we reflect that the happiness of thousands depends on the conduct of officers; that "the weal and woe of nations, the lives and fortunes of hundreds of thousands," may depend upon their promptness, ability, and decision,—is there, we say, any consideration known to



Christians which can justify the promotion, in such a profession, of any but men of the highest discoverable merit? This is the real question: I have put it before; but it has not yet been answered; though every attempt to argue the subject, without first meeting this important point, is a mere evasion.

No. 2.—“*The abuse of patronage.*”

The practice of purchasing promotion upholds the evils of patronage; because, if blind gold can obtain promotion for absolute mediocrity—not to go lower,—power and influence may, with a comparatively good conscience, exert themselves in favour of candidates having no higher pretensions. It has no doubt been said that purchase lessens patronage; but anything may be said, and what has not been said? and how can purchase lessen patronage! Purchase does not deprive the military authorities of the power of selecting the candidates for promotion—nor can they ever, consistently with discipline, be deprived of that power,—and it is in the exercise of this power that patronage is supposed to act. A wealthy officer having powerful friends is, by their aid, supposed to get on faster than a wealthy officer without friends or interest. It is not likely that either Lord Budenell, Colonel Arbuthnot, or Colonel Cradock, were the senior purchasing officers in the Army when they obtained their rapid promotion; many could have commanded the money, few could command such powerful interest. Whence comes the checking influence exercised by purchase over patronage? I confess myself totally unable to discover such an influence. A commission for sale cannot, of course be given to a non-purchasing officer, but not only is the selection among the purchasing officers perfectly open, and must be open to the military authorities, but they can give promotion without purchase to a purchasing officer whenever they like—always supposing vacancies to exist and the parties to have interest. To say that purchase checks patronage is to bring the heaviest charge against the military administration ever yet uttered: it is saying that they allow their power of selection to be influenced as long as the unwealthy only are concerned, but keep strictly to the rules of seniority the moment that wealthy or purchasing officers are liable to be affected. They may truly call out for protection against their friends.

No. 3.—“*Setting all undue influence aside.*”

How can you set undue influence aside when you bestow on gold, which is no criterion of military merit, not only influence, but actual power? To talk of setting all undue influence aside when the wealthy and unwealthy are candidates, is like starting two champions for the race, the one on foot and the other mounted on a high-mettled courser, and then calling out for a clear course and no favour. I have known a black heiress promote an officer, a good fellow certainly, but who had never seen a shot fired, over the heads of a whole regiment that had fought its way with distinction from Lisbon to Toulouse: and many a fair heiress has rendered good service of the same kind. Who, indeed, has not seen troops of Hussars flirted for, Majorities quadrilled for, and Lieutenant-Colonels galloped for, till ball-rooms shook again, and has indeed seen little of the world? I mention this in favour of the system, being the best thing that can be said for it; and though female influence is, in nine cases out of ten, the best that can be exercised, I am not

sure how far it is altogether legitimate. Allowing, besides, as I willingly do, that young ladies are, generally, better judges of men than the very gravest authorities, they are still liable to make occasional mistakes: and it has happened that the Service would have made a better bargain of the lady than of the gentleman, and would have gained considerably could the real purchaser of the commission have kept it to herself, and sent the promoted Captain or Colonel to take charge of the nursery. Recollecting, indeed, that we have a good many old women in the Service, it might be a question whether an importation of young ones would not be an advantage. This is a mere hint thrown out for the consideration of others. Britannicus says that no reason against the system of purchase has been given. Many were given and stand recorded in the pages of your Journal: they may be good, bad, or indifferent: but, whether good or bad, they remain, as yet, unanswered.

No. 3.—“*Establishing a test of qualification.*”

“While purchase lasts you can establish no test of qualification, because, as formerly stated, the ablest candidate may have no money. But, independent of this, you cannot measure military merit by a fixed standard as you measure the height of a recruit. Merit is altogether relative, and your object must be to place the highest in the highest situation. There is nothing in the Army corresponding to the professional knowledge, of science and of seamanship, indispensable to the sailor: there is no positive military science in which an officer can be examined; the field-movements can count for nothing; and neither French nor mathematics, neither history nor fortification, can individually or collectively, constitute military knowledge:—they are all very good, but they offer you no test or standard by which you can measure professional skill: one man will make a little information go a great way, while, to another, a head full of knowledge shall be no better than so much dead weight. There must be mind and ability capable of turning the knowledge to advantage; and how are they to be measured, or estimated by any “test of qualification” that you can establish? The knowledge most essential to a military man is a knowledge of human nature; and how could an examination in that particular department be carried on? On some former occasion an attempt was made to sketch out the qualities apparently most requisite for a military man; if correctly stated, it will be evident that they cannot be measured by a standard or ascertained by mere examination.

“The qualities most essential to an officer are, presence of mind and quickness of observation; for in war much depends on the discovery and the use made of the proper moment: he must be an able judge of human nature, for the purpose of correctly placing and appreciating his subordinates; his disposition must be cheerful, in order to encourage them under hardships; and his exertions to alleviate their sufferings should bear proofs of kindness of feeling. Placed by his profession in the first ranks of society, he must not only possess the knowledge required by that profession, but the manners and acquirements belonging to the rank in which he is called upon to move. The loftiest sentiments of chivalry must at all times form the guides of his conduct, because our whole system of discipline and subordination is founded upon honour, a rock of adamant, that, if once undermined, will not fail to bury in its fall the proud fabric it has hitherto so nobly supported.”

• But how, it may be asked, are the military authorities to find out

these paragons, if they cannot be discovered by the ordinary routine of class examinations? It is needless to speculate on the details of a system before the justness of its general principle is acknowledged. In matters of this kind there is always a way if there is a will, and in military circles the relative merits of officers are pretty well known; though not always over correctly stated in what are termed confidential reports.

Was wealth ever deemed a requisite for bishops, judges, ministers, senators, or ambassadors? We look, or pretend to look, for merit in the persons intended for such situations; why then lay any stress on procuring wealthy officers? If meritorious candidates have wealth, so much the better for them; promote them according to their merit, and let them keep their wealth; but let not their wealth throw the unwealthy into the back-ground. Above all, let not wealthy incapacity take the lead, as it often does, of unsupported merit. There were, on every occasion, plenty of wealthy officers in the higher ranks of the Army; but, as formerly pointed out, every history of the War shows that able and efficient officers were frequently wanted.

To select wealthy officers, because plenty may be obtained in a wealthy country, would be about as rational as selecting fair-complexioned officers with high features in preference to gentlemen with dark complexions and short noses, because the former may be easily procured in our temperate climate: the length of a nose is surely as good a test of military merit as the length of a purse. On reflection, indeed, I think that long noses should have a decided preference. Alexander and Cæsar had long noses; Gustavus, Condé, Charles XII., and Frederick II., had all long noses. Hannibal, to judge by the only likeness remaining of him, the bust in the Villa Albani, had also a fine long Grecian nose; nor is Wellington deficient in this qualification.

#### No. 4.—“*Invidious selection.*”

All Staff appointments, from the chief command in India to the Adjutancy of a recruiting-district, are given by selection, which can only be considered invidious because we know that merit has little or no influence in the Army. Every step of promotion by purchase to the unattached; every removal from half-pay to full-pay, whether by paying the difference or otherwise, whether for the purpose of selling at full-pay price, or serving, is by selection. All the flank movements of the wealthy and the influential from full-pay to the unattached, and back again to a higher rank of full-pay, gives more opening to selection than any other mode of preferment. Besides, is it not invidious to give a wealthy person, totally destitute of merit perhaps, promotion over the heads of all the unwealthy? Because a man possesses one great advantage, that of wealth, you add preferment to it, and place him over the heads of all who are already less fortunate, and then say that it is not invidious. To promote the unwealthy over the heads of the wealthy, merely on account of their poverty,—silly as the practice would be,—would, nevertheless, be a thousand times preferable to the present practice, and far less invidious, because it would tend to divide advantages, instead of heaping them all invidiously on one favoured class.

“Major Mitchell disclaims all imputations upon the individuals promoted by purchase—that is, the majority of the officers of the Army; but the effects of a system must surely be judged in some degree through

those who have been produced under it, and if so, the inferences to be drawn from the strictures of Major Mitchell are certainly not very favourable to the general competency and efficiency of the officers of the Army. If the latter be fit and capable, generally speaking, the system cannot be altogether so monstrous, nor the 'practice so revolting' as has been represented. If they be not so, they are as little entitled to Major Mitchell's sympathy as to any saving or sidedwinded commendation. But perhaps, like the neglected boy mentioned by Major Mitchell, they are guiltless of the ignorance and incapacity resulting from bad education and perverse guardians, and are, therefore, more to be pitied than blamed. It is feared that they will hardly be able to avail themselves of the other loop-holes of escape which the lively fancy of Major Mitchell has provided for them, by supposing the system to be an 'omnibus,' and themselves merely the 'passengers' therein."

..Solomon said there was nothing new under the sun; but he had the misfortune to live before the time of Britannicus, or he would have known better, for here is something new indeed. The members of a calling or profession cannot, it seems, be good men and true, and deserve praise as such, while the institutions with which they are connected remain faulty. Let us see how this new and curious doctrine will hold together.

Suppose that clause A or B of some of the new and wonder-working Acts now occasionally put forth to the world, should decree that all vacancies in the Army were to be filled up from the Bench, the Bar, the Church, and the Universities;—that Bishops should be taken from their thrones and placed at the head of hussar regiments; learned Professors from their chairs, and gazetted to the command of cuirassiers and grenadiers: Judges to be made Captains of dragoons, and Barristers Lieutenants of light infantry. Such a system of promotion would certainly give us a learned, honourable, and high-minded corps of officers; it would have the advantage over the existing system, that all the promoted would be men of education and ability, which at present is only matter of accident. These new officers, being Britons, would bring with them to the ranks the courage and good sense which we claim as the general heritage of the children of the soil. The consequence of all these advantages would naturally be a certain degree of efficiency, for which they might be justly praised, as well as for the qualities and acquirements already specified; but all the praise bestowed upon the officers could surely not save such a system of promotion from utter scorn and contempt. The most ordinary power of discrimination should have rendered this clear without the necessity of explanation. The merit of the officers of the British Army redeemed, in some measure, the worthless system according to which they were appointed; but even their merit, high as it is, cannot long protect that system from universal reprobation. Britannicus has however been led to the grand discovery here pointed out, by a slight mistake which we must rectify before proceeding any further. He says that the officers of the army "are produced by the system;" though in fact they are no more produced by the system of promotion, for of that we are speaking, than the passengers are produced by the omnibus.

The officers of the Army are mostly gentlemen who enter the service at an age when the mind, if not always completely developed,—it not yet fit to discuss metaphysical subtleties with Jesuitical skill and finesse, is, when passion does not interfere, sufficiently formed to distinguish

between right and wrong. At this early age also the spirit is buoyant and elastic; it induces men to look rather at the bright than at the dark side of things, and lasts, with all its happy consequences, longer in the profession of arms than in any other; for, in general, naval and military men seem to remain young in spirit longer than the members of other professions. In my last I stated the cause that tends to bring young men of high spirit and feeling into the Army, and must not repeat too much of what I have said before. The recruits belong mostly to the best classes of society; the majority have been trained up in gentlemanlike manners and sentiments; have received good educations, of which, as in all cases, some have profited more and some less. Besides these advantages, the recruits bring with them to the ranks the national qualities of courage, energy, good sense, and activity, which all go a great way towards making an efficient corps of officers.

Let us now see what they derive from the system under which Britannicus supposes them to be produced.

When the young ensign joins his regiment, the drill-serjeant instructs him in the manual and platoon exercise, the Adjutant hands him a copy of the regimental orders; field-days, and the rules and regulations, instruct him in the mighty mysteries of the field movements,—he may easily learn them in a week if he likes; orderly duties, parades and reviews, complete his military education. By all this training he has learned to keep his place in the ranks, to march off guards, and to inspect barracks. If he knows anything more, he owes it entirely to himself, for the system teaches nothing more and demands nothing more; nor is there anything more required to obtain promotion by purchase, provided a man has the money. That most officers, of any capacity, learn much from their position and from the society with which they mix, is natural; but this is totally independent of the system of purchase, it is the consequence of situation; and Britain would have an army, even as she has a navy, —if no such thing as promotion by purchase had ever existed.

But the system cannot, it seems, be so “*revolting*” as I have represented it. The system which crushes all honest emulation by showing that merit, valour, and acquisitions count for nothing in its estimation, —which, forgetful that the lives and happiness of men depend upon the result, not only promotes the meritorious man of wealth over his equally meritorious, though unwealthy comrade, but also promotes the wealthy dunces of the honourable profession, not merely over the unwealthy dunces, for there are such men in all classes, but over the heads of all the bravest and the best who cannot purchase;—such a system I deem revolting to a degree that can hardly be expressed in any known language.

It must be further recollected that the efficiency of a corps of officers depends not merely on the quantity of merit possessed by the individuals composing the mass, but by the manner in which the individuals are ranged and posted: it is not the amount of pure ore alone that must be taken into account; the manner of its distribution is also of importance. A man may be fit for a Lieutenant, and very unfit for a Lieutenant-Colonel. An inefficient commanding officer shall injure the spirit and value of all his subordinates, while an able commander shall elevate them far above the standard of ordinary excellence. But all this is a matter of indifference to the system which appoints and promotes officers exactly as gold, chance, or patronage directs.

Britannicus says that three-fourths of the officers of the army are purchasing officers. It may be so; but in *here* classing the purchasing officers together as a body, he gives us another proof of that total inability to discriminate which has marked all his writings. Three-fourths of the officers may be purchasing officers, but comparatively few of the number purchase all the five steps. Some purchase one, some two; and others three steps; the smaller number only can command the sums given for commissions of high rank, and purchase all through. And those who can purchase four or five steps have as much unjust advantage over those who can purchase only one or two steps, as the latter have over those who cannot purchase at all. Oh, it is, from first to last, a beautiful system, and well adapted to gorge Moloch for the benefit of Mammon!

*“Major Mitchell never deals by implication, and holds little opinion of those that do! Why then does he continue to hint that the regulations of the army are occasionally set aside for the purpose of promoting by purchase a junior officer from one corps over the heads of all the purchasing officers of another?”* Major Mitchell never did hint that the regulations of the army were set aside as here pretended, and for the best of all reasons; he never heard of a regulation to prevent a junior officer of one corps from being promoted over the heads of the senior officers of another, whether by purchase or otherwise. The above passage shows so plainly the spirit in which your intellectual correspondent writes, that it saves me the trouble of saying anything about the “loop-holes” and “side-winds” of which he speaks, and which seem well adapted to his general tone of writing and of feeling.

In conclusion, I beg to add a few remarks unconnected with any particular passage of his letter.

It has been the object of the papers I have had the honour of addressing to you on this subject, Mr. Editor, to dispel what I deem the illusions on which the practice of selling military rank and power is still upheld in this country, after having been abolished in all the other civilized countries of the earth. I have quoted fairly and at length everything that has been brought forward in support of the system. I have not attempted to gain a little temporary advantage by special pleading or misrepresentation. I have appealed only to the military events of our time which are fairly before the public, and with which every professional man should be acquainted before he attempts to discuss professional subjects. I have not sounded the trumpet of victory at a distance, but have put passage to passage and argument to argument, so that the reader might draw his own conclusions if not disposed to follow mine. If I have thus succeeded in dispelling the erroneous views so fatally entertained on this point,—and some say I have,—then a clear course is open before us. We then perceive at once that honour, Christianity, and patriotism—every consideration, in fact, which can influence human decisions—render it an imperative duty on nations to intrust the fate of armies, the lives, happiness and fortunes of the soldiers, to the guidance only of the highest merit which honest, diligent, and disinterested exertions can discover. The defenders of a country; the men destined to the soldier's long and unrewarded career;—destined to a life of implicit obedience, forced to submit, without hesitation, to the will, and it may be the caprice, of a

superior, exposed to the toils and sufferings of the field, and liable, at every hour, to go through the fiery ordeal of battle—these men, I say, have a full right to expect that their lives, interests, and fortunes shall go for something in the appointment of their officers, and that persons only of the highest courage, conduct, professional knowledge, and mental elevation, shall be placed at their heads. The fathers, brothers, friends and relatives of the soldiers have a right to make a similar demand, and the country at large is in honour and justice bound to support a cause so closely connected with the interests, and one on which the lives of its children are so often made to depend; for soldiers are, after all, children of the soil, and living men of blood and bone, whatever martinets may fancy on the one hand, and political economists assert on the other. This principle is clear and self-evident; it requires no demonstration, and can never be abandoned in favour of separate classes or interests without a direct abandonment of honour and of duty. True it is, that no system which men can devise will ever secure us entirely from the effects of error or the possibility of failure; but we are bound nevertheless to use our best efforts to master chance. Having trained, armed, officered, and organized our troops in what we honestly believe the most efficient manner, we may then at least await the fiery shock of war with a tranquil conscience: we need no longer tremble at the possible consequence of measures and appointments dictated by gold, interest, or party views; we can fairly face the result, whatever it may prove; and if fortune decides against us, we may safely say with a good conscience that, if not successful, we used at least every honest endeavour to merit success. At present the country cannot lay this unction to its soul: every drop of blood spilt in the unsuccessful actions formerly quoted, every gallant life uselessly sacrificed on points where faults and errors were committed, even in the actions in which ultimate success concealed partial failure, may rise up in judgment against us, for we cannot say that every honest effort was made to place on every point, and in every responsible situation, the ablest and the most efficient men which the service could produce. No, the right of commanding was sold for gold, or given according to the power and influence of the candidates, who proved good or bad just as chance directed. That the gallantry of the mass ultimately made us victorious is no reason for upholding a chance practice which so often failed us, and which occasioned so much loss and suffering; least of all should we uphold such a practice when a clear and honourable line of duty lies right before us. If the Captain of a ship, having an open sea before him, were yet, for some petty interest, to take his course through the midst of rocks and breakers, would his conduct be defensible because, after endangering the lives of the crew and passengers, good fortune and the gallantry of the sailors brought the vessel through with moderate damage, and with the loss only of a certain number of brave men?

I am, Mr. Editor, your humble servant,

J. MITCHELL, Lieut.-Col.

## BATTLE OF OSTROLENKA.

FOUGHT BY THE RUSSIANS AND POLES, ON THE 26TH OF MAY, 1831.

BY A POLISH OFFICER ENGAGED.

THE reader cannot form an accurate notion of this battle, or understand its causes, without a knowledge of the events that preceded it. To supply this desideratum, it may be necessary to cast a retrospective glance.

After the battle of Tgania, which took place on the 12th of April, 1831, General Skrzynecki remained, in front of the Russians, on the Kostrzyn, in an unaccountable state of inaction. The nation, being conscious that any delay might be fatal to the public cause, began to manifest its discontent, and compelled him at last to renew hostilities; but no consideration could induce him to attack the main body of the Russians which was opposed to him, although he had then equal numerical strength; the General Quartermaster Prondzynski again proposed a plan, which he had previously submitted, of an expedition against the Guards, who were in the neighbourhood of Bomza, thirty-four leagues\* off, apart from the main body, and separated by the river Bug. They amounted to 18,000, and were furnished with eighty cannon. The Commanding General at length adopted the plan, as affording the best chance of victory. Had its execution been upon a par with its conception, it would undoubtedly have turned the scale in favour of the Poles. It may, therefore, be said that the operations which commenced about the middle of May, between the Narew and the Bug, are an episode replete with interest, and worthy the attention of every military man who studies the art of war; as showing the Polish General's oversights by which the best opportunities were lost; and likewise the causes of the Battle of Ostrolenka, which brought the war to an unfortunate termination.

General Prondzynski's plan was to concentrate the main body behind the line which it occupied and march it to the left, in order to cross the Bug at Sierock, and advance directly against the Guards under the protection of a corps that, occupying the former line, would mask its movement. It resembled Napoleon's manœuvre in 1809, when, leaving Davoust before Ratisbon, he advanced on Vienna by a movement to the left.

In pursuance of this plan, the Polish army, 43,000 strong, and furnished with 104 pieces of cannon, having its left wing at Zimna Woda, its centre at Kaluszyn, and its right at Kuslewo, left its bivouacs on the night of the 13th May, 1831, while a corps of 10,000 men, half cavalry, half infantry, and furnished with twenty-eight pieces, remained under the orders of General Uminski, who, after taking possession of the same outposts that had been occupied when the whole army was present, took up his position with the major part of his troops at Yendrzeiewo, as being a place better calculated for a strong resistance with such inferior forces.

Although every precaution had been taken to keep the movement secret, it appears that Marshal Dybitch, who was posted with his whole army at Sucha, had received some vague information respecting it, and,

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\* We have reckoned distances by French leagues.



consequently, wished to ascertain the truth of it. With this view, in the morning of the 13th, he undertook to reconnoitre with 24,000 men, and forty-eight pieces of ordnance; and having driven back the Polish outposts, he advanced on the causeway through Kaluszyn to Yendrzeiewo, and attacked General Uminski. But the latter, being aware that the success of the expedition depended on preventing the Russians from advancing a single step farther, determined to resist to the utmost. The consequence was, that, with double forces, the Russians were unable, after a six hours' fight, to advance farther or break the line. This obstinate resistance impressed the Marshal with a belief that General Uminski's corps was the vanguard of the army posted behind. Therefore, in the evening, he made a retrograde motion towards his camp, feeling convinced that he had been deceived by false rumours. The resistance of a handful of brave men gave General Skrzynecki sufficient time to cross the Bug quietly, so that the expedition was secure from molestation, and a complete success was anticipated: indeed, the Guards were surprised on the 16th at Sniadowo, and they saw the impossibility of averting their defeat. But General Skrzynecki, who, reckoning on the intervention of the French, lost on the field of battle precious time, and notwithstanding the suggestions of the Quartermaster-General, the entreaties of the officers, wavered, promised, and, after all, did not order an attack, allowing the quiet retreat of those very troops who were the object of the expedition, and whom, on account of well-combined marches, he was sure of conquering. After the loss of two days, (as if he were ashamed and frightened at the public opinion of Europe, which anxiously awaited the result of that expedition,) it occurred to him to pursue those very Guards who, two days before, were altogether at his mercy. He began a forced march towards Tykocin, where he overtook a part of their rear on a half-destroyed bridge, with no other result, as might have been expected, than distressing his own troops.

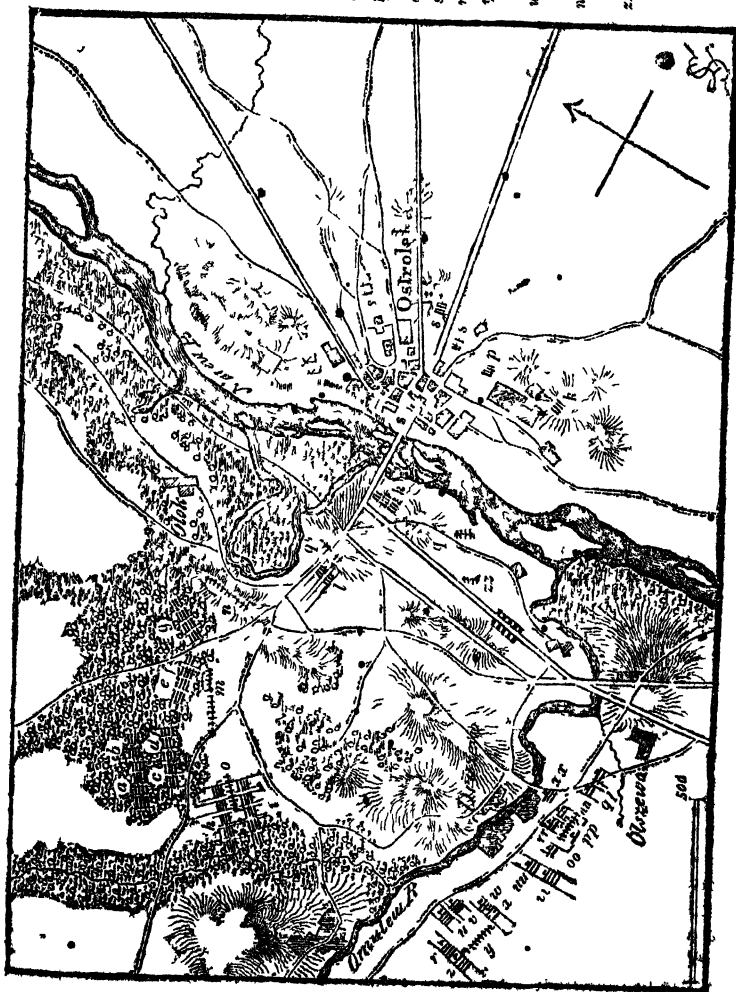
In the meantime, Marshal Dybitch, who had been baffled by General Uminski, remained quietly in his camp at Sucha, ignorant of what had passed on the Narew. But on the night of the 19th, he received from the Grand Duke Michael (Commander-in-Chief of the Guards) information of the situation of that army which the Marshal thought to be in front of his own corps, of the danger to which he (the Grand Duke) was exposed, and of his retreat to Tykocin.

On receiving this intelligence, the Marshal immediately began to march on the morning of the 20th, passed the Bug at Granna, and advanced on Wysokie Mazowieckie, where he arrived on the 23rd.

The Polish General, informed by General Uminski of the movement of the Marshal, and by General Lubiński, on the 22nd, of the crossing of the Bug by the Russians and of their march on Tykocin, became sensible of the danger in which his own errors had involved him, besides having lost the chance of a most splendid victory. He was himself exposed also to inevitable defeat, having before him the Guards, and on his flank the Marshal, who might cut off his retreat from Ostrolenka, his only place of refuge. Under this impression, he ordered, on the 23rd, a forced march to Ostrolenka, and lost more men through fatigue than he would have done had he offered battle to the Guards at Sniadowo.

At length, on the 25th, he arrived at Ostrolenka, where he stationed his troops, leaving Lubinski's division at Nadbory, while Gielgud's divi-

- a, b*—Brigade of Langerman, 1st Division of Infantry  
*c, d*—Duto of Muchowski, ditto  
*e, f, g, h, i*—3rd Division of Infantry.  
*h*—Brigade of Zawadzki  
*i*—Brigade of Krascki.  
*m*—1st Battery of Horse Artillery.  
*n*—4th Battery of Heavy Foot Artillery.  
*o*—4th Light Battery of Foot Artillery.  
*p*—A Battalion of the 8th Regiment of Infantry.  
*q*—1st Battery of Heavy Foot Artillery.  
*s*—4th Regiment of the Line.  
*r, z u, v, w, x*—Division of Cavalry of Turno.  
*y*—2nd Battery of Horse Artillery belonging to the Division of Turno.  
*uu, vv, ww, pp, qq, zz*—Division of Cavalry of Skarzynski  
*nn*—4th Battery of Horse Artillery of Colonel Bem.  
*zz*—5th Battery of Heavy Foot Artillery.



sion had been ordered (God knows for what purpose) to march from Tykocin to Lomza. The Russians, in the meantime, were not idle, and followed the Poles closely, especially the Marshal, who made his army march a distance of sixteen leagues in one day, and arrived on the 25th at Yakacie, where he joined the Guards.

General Skrzynecki, who that day was reviewing his troops at Nad-bory, saw that junction effected, and could, therefore, have no doubts respecting his position. It was natural, then, that some decisive plan should be adopted. But General Skrzynecki had no settled purpose. Without even sending an order to Gielgud's division to leave Lomza immediately, and, by directing its course along the right bank, to arrive at Ostrolenka, he merely ordered the divisions of Rybinski and Malachowski, and Skarzynski's body of cavalry, and all the artillery of the reserve, to cross the Narew during the night, and Lubienski's corps to take up its position beyond Rzekon, in conjunction with Boguslawski's infantry brigade, which was to form its left wing along the Narew.

On the morning of the 26th, the head-quarters were transferred from Ostrolenka to Kruk, and the army, which had taken up its position facing this village, received orders to go to their meal, bathe, and clean themselves. The cavalry received orders to retire farther from the small river of Omulow, and the artillery was commanded to send back its park of reserve to Modlin, while at the same moment (seven o'clock in the morning), an order was despatched to General Lubienski thus worded:—"That though the Commanding General did not doubt that he (General Lubienski) could make a stand the whole day, yet he enjoined him to resist to the last extremity, and that, in case of necessity, he would be assisted by the troops on the right bank." These contradictory orders prove that the Commander-in-Chief had not formed any decisive plans, neither had he any ultimate object in view.

The town of Ostrolenka, situate on the left bank of the Narew, is naturally strong. On this side, it is encompassed by a range of hills, which form a natural circunvallation, adjoining the river, and commanding all the roads leading to the town. Mounds of earth, which had been raised by the Russians, increased the means of defence. In the town itself, which communicates with the farther bank by two bridges, the one built upon piles, the other of boats, both 100 feet long, and about 150 feet distant from each other, there is an area large enough to hold two regiments. Two of the chief streets lead from it to one of the bridges, and when barricaded may form a second line of defence; while north-eastward, about 150 feet from the same bridge, there is a large convent, surrounded by a high wall, which being well prepared and turreted, might for a long time keep off the enemy from the bridge. The left bank is elevated, and commands all the country on the right bank, which is a flat, occasionally overflowed by the river, when it is impossible to cross it on horseback. The space between the Omulow and the Narew is crossed by the causeway and a dike, and is too small to allow troops to be drawn out for battle.

Such was the ground on which the Polish General determined to engage, without however having given orders for putting the town in a state of defence, or commanded General Lubienski to concentrate his forces in the town. There was, besides, no likelihood of his being able

to withstand, in his present state, the united forces of the Russians, having no other points of retreat but such defiles as the bridges afforded.

Lubienski's position at Rzekon was excellent; it was on an eminence enclosed on its two sides by woods, and accessible only in front through a defile. The enemy who attacks it is obliged to issue out of the forest under a commanding fire. However, these natural advantages could not counterbalance the inconvenience of the distance at which the corps was placed.

General Lubienski, perceiving that (being encompassed by woods which in part reached as far as the town) he could not use his cavalry, sent it back, with orders to place itself on the heights that surround the town.

General Pac, who commanded the reserve, having a brigade (that of Boguslawski) on the left bank, and foreseeing unavoidable discomfiture in case of an attack, passed the bridge to see how matters stood. Finding Lubienski's cavalry outside the town, which he rightly judged to be of no use there, but on the contrary likely to obstruct the town and bridges in the event of a retreat, he took upon himself to order the General who commanded it immediately to cross the river.

This order, given so seasonably, saved the entire corps of Lubienski, for the cannon was just then beginning to roar, and Lubienski to retire. Had he then found the bridge obstructed by the cavalry, he would have been compelled to stop, and the Russian masses would have had time to advance and crush them. It was about midday when the Russians began the attack, which they did so briskly, and with such compact masses, that General Lubienski was compelled to fall back. They still kept gaining ground, which enabled them to draw up greater forces and surround the Poles.

Thus three cavalry regiments of the guards, with 14 cannon, were ordered to retire behind the left flank of the Poles, and cut them off from the river, while a brigade of Grenadiers was trying the same manoeuvre on the right. At the same time, 22 battalions, supported by 24 heavy pieces of ordnance, drove Lubienski's division to Lawy, and his rear, consisting of one regiment, was threatened with an attack by two regiments of Lancers, who had come by cross-roads. But General Boguslawski, who at that moment was approaching the centre, sent up a battalion drawn into a square, which charged the flank of the Russian cavalry, and compelled it to give up the attack. In this manner the division of Lubienski quietly continued to retreat, while the brigade of Boguslawski took its place, and remained alone to form the extreme rear.

Marshal Dybitch, wishing to give sufficient time to those of his columns that were destined to enclose the Poles, suddenly stopped the attack in front, and silence ensued for about a quarter of an hour. This cessation gave General Lubienski an opportunity of passing the bridges, and General Boguslawski, who was then at Lawy, time to prepare for disputing the possession of the town.

This was the disposition of Lubienski's corps, when it had passed the Narew. The cavalry was behind the Omulew at the left of Skarzynsk; the infantry, under the command of General Kaminski, was on the right of the Rybinski division. Within that space the Russians were forming their infantry into columns for the attack, and marching some of them to the right, in order to advance on the town by a flank movement, while the front attack was made.

General Boguslawski, foreseeing that he would be unable to stand his

ground on the other bank, sent away four of his pieces, and entered the town with his troops. At that very moment the Russian battalions began to move forward, and Boguslawski, after having rid himself of this two other pieces, fought with the Russians in the streets. But at the same moment, their right column, marching to the bridge, attacked the flank of the Poles, who (notwithstanding their valour, had suffered an immense loss) fell back on the bridge, where General Boguslawski was wounded. But the sappers (it is not known by whose order) began to take away the planks of the bridge to which a Polish detachment was just retreating; pursued by the Russians, who were in their turn followed by the Polish infantry. The latter was, in the same manner, driven back by the Russian battalions. Here an uncommon sight was beheld. These masses, intermingled checkerwise on a half-destroyed bridge, slaughtered each other with the butt-ends of their muskets, and fell into the river. Part of the fourth regiment threw themselves on the bridge of boats, which sank, so that they were all drowned. The remainder of the Polish infantry, who had been unable to gain the bridge, were either killed or made prisoners.

At the sight of the Russians, who came in from the bridge, General Pac took the command of one of the companies that had passed, and, having dismounted, advanced with fixed bayonets against the Russians. But their *tirailleurs*, who had already taken possession of a declivity, and likewise those who were on the opposite bank, kept up so effective a fire, that General Pac, having been wounded by three balls, and having lost more than half his men, was obliged to retreat. The artillery, then consisting of six pieces, which Boguslawski had sent back, and of another battery belonging to Lubienski's corps, placed two pieces in front of the bridge, took up its position, so as to flank it, and began a discharge of grape-shot. But almost all the horses and cannoneers of the two pieces near the bridge were killed by the firing of the *tirailleurs*, and they were taken possession of by three Russian battalions that came running from the bridge. The other pieces, which were likewise rendered useless by the firing of the Russian *tirailleurs*, were saved by being lashed.

In the meantime the infantry of the 1st and 3rd divisions began to take arms, and four battalions approached the dike, and rushed to the causeway, whence the enemy kept up a rolling fire. Three several times the Poles endeavoured to take possession of the causeway, but they were each time repulsed; for the enemy had already placed seventy cannon on the eminences on the other side of the river, and swept every thing before them. The Poles, having suffered great losses, were compelled to retreat.

These attacks were ordered and conducted in person by Skrzynecki, the General-in-Chief, who had at last arrived on the field of battle. The General, seeing the failure of those attacks, ordered up the remainder of the 3rd division. But the enemy, already masters of the bridge, which they had repaired, and also of the right bank, under the protection of its powerful artillery stationed on the opposite side, sent over fresh troops, who formed in columns on the left of the bridge, and sent their *tirailleurs* towards the dike.

General Skrzynecki again took the lead of five battalions, and charged with them, having his right wing close to a marsh. The Polish *tirailleurs* dislodged the Russians from the dike, and advanced towards the

causeway; and their battalions at the same time appeared on the dike. But the Russian artillery fired grape shot on them from the opposite bank, and obliged them to retreat behind the small bridge. The General-in-Chief twice again led his men forward, but being still forced to retire, and seeing his ranks very much thinned, he withdrew to the foot of the hills. In consequence of this failure the General-in-Chief ordered the brigade Langerman, which was rather to the right, to advance beyond the hills occupied by the artillery, and sent his *tirailleurs* beyond a little marsh to stop the Russian *tirailleurs*, and give Muchowski's brigade time to come up. This brigade, having with it eighteen pieces, took up its position still farther to the right, and, occupying the hills, formed from that moment the extreme right; it then posted its artillery most advantageously upon a hill; part of which fired upon the enemy's artillery on the other bank; the other part swept away the Russian battalions that had crowded between the dike and causeway, and stopped their progress; for every discharge of case-shot killed them by hundreds. About two o'clock, Langerman received an order to attack, while Muchowski's brigade was to support him on the right: the General-in-Chief again heading this attack. The Polish *tirailleurs* advanced rapidly, and drove the Russians on the dike, being followed by the battalions. Then commenced a murderous discharge of musketry. The enemy, protected by the dike, made a firm stand against Langerman's battalions; but Muchowski, proceeding along the dike, repulsed them. Then the battalions took possession of it and drove the enemy as far as the causeway. The *tirailleurs* advanced towards the bridge to the place where the two cannons were lying, which had been taken at the commencement of the battle. But the Russians, falling back towards the river, left an opening for their artillery to fire; and the Poles, who were crowded, suffered severely, and were obliged to retire and resume their original positions. In the meantime the Russians, having rallied behind the dike, and being reinforced by fresh battalions that had come from the other bank, passed the causeway and dike; and, preceded by a great number of *tirailleurs*, boldly advanced along the marsh, and repelled the left wing of the Poles.

The General-in-Chief, perceiving this manœuvre, ordered Skarzynski's cavalry to pass the Omulew, and hasten to the field of battle. They effected the movement by fording the river. The 2nd, 3rd, and 5th lancers advanced to the centre, followed by the horse battery of Colonel Bem. The second chasseurs remained near the river, drawn out in line; and the 5th division, Kamiński, advanced about a hundred paces, ready to charge.

The 3rd lancers received orders to charge the Russian infantry in front; which they did, and drove back the *tirailleurs*; but, having arrived at a marsh, they could not proceed farther, and losing some of their men, they returned from the attack. But, while effecting this movement, they rushed to the right, between the enemy and a column formed of the 5th foot, chasseurs, whom General Prondzynski was leading on with fixed bayonets. This unfortunate movement checked the progress of the 5th, who broke their ranks and dispersed among the thickets. The enemy, who had already thrown away their arms, now resumed them, and fired close at the 3rd, who were retreating. The 5th then received orders to advance, drove off the *tirailleurs*, and compelled their battalions to retreat; but having advanced too far, was

itself obliged to retire under a heavy fire. Then the brave 2nd rushed on the enemy's left wing, but found itself stopped by a flat, which, without being large, was very marshy. It then changed its front into a column, by squadrons, filed off, under a murderous discharge, to get round the marsh, and, having gained the heights, again fell into a line and drove the enemy from the right; who lost all their *tirailleurs*, and could not rejoin the battalions. Two squadrons then dislodged the enemy, and one, having rushed among the Russian battalions, advanced as far as the little bridge, and returned.

This cavalry, besides rapidity in its charges, gave proofs of a rare intrepidity, and uncommon coolness while manœuvring in front of the infantry, that shot at it close. By its success in driving back the Russian battalions, notwithstanding the charge was made partially, and its being made upon a ground generally considered as most unfavourable to cavalry, it acquired imperishable fame in this action, which will ever deserve to be recorded in history, as well as the name of the brave General Kicki, who, while leading the second lancers in person, was killed by a shot.

The Russians, after the failure of their late charges, now rallied, and again advanced in columns from behind the dike in order to attack the hills occupied by the brigade Muchowski; and while the Russian grenadiers advanced in front, their marksmen rushed on the left wing, formed by Langerman. The artillery, being within their fire, was compelled to move back, while the battery placed on the left of the road to Myszenic (which for a long time, for want of cartridges, fired very seldom) was at last obliged, not having a single one left, to leave the field of battle. The same happened to another battery, and both took the road to Rozan. The one that had been placed by the General-in-Chief, on his arrival, in the midst of the enemy's *tirailleurs*, having been completely disorganized, was re-formed behind some thickets. Thus, for a whole hour, the Poles had no artillery in the field, while the Russians doubled the power of theirs.

While the cavalry was making its charge, the General-in-Chief, as a last resource, ordered the 5th division to draw up in line, and the brigade Krassicki to attack, while the brigade of Zawadki, with the artillery belonging to this division, remained as a last reserve. The brigade Krassicki, in a close column, and headed by its officers, (although fired upon by many howitzers at the time it was coming out of the thicket,) drew up with a firm step, and sent forth its *tirailleurs*, who bravely attacked those of the enemy. General Muchowski, who was on the right, as soon as he saw the brigade Krassicki come out of the thickets, marched on with three battalions, preceded by *tirailleurs*, leaving as a reserve the remainder of the brigade. The light battery of Colonel Bem advanced a little beyond the position which it occupied. The brigades Krassicki and Muchowski moved forward simultaneously, and charged the enemy, who, not being able to resist, fell back behind the dike. Here began a most bloody and obstinate fight, not with bayonets but with the butt ends of muskets. General Kamienski, who commanded this division, was killed by a cannon-ball, and many superior officers and a great number of subalterns perished in this encounter. The enemy likewise covered this spot (which had already been strewn with them during the prior attacks between the dike and causeway) to such a degree, that they obstructed the Poles in their progress.

Here it was proved how murderous a weapon the scythe is in the hands of brave men. The 11th of the line, a fresh levy armed with scythes, made a most dreadful havoc of the Russians. Some volunteers went as tirailleurs armed with scythes against tirailleurs armed with fire-arms, and slaughtered them. One soldier, who slew eleven of the enemy, was unanimously greeted by the army, and presented with the Cross of the Brave on the field of battle by the General who had witnessed his feats.

The dike was carried in this attack, in which only the sword and bayonet were used, and the Russians retreated behind the causeway. General Prondzynski recovered the two remaining pieces of the battery that had been lost at the beginning, and, having reorganized them, placed them between the marsh and the road to Myszenic on the projection of the bank. The artillery, although much distressed by the firing of the infantry, nevertheless carried death among the crowded columns of the enemy and made a dreadful havoc with case-shot. The Russian artillery combined all its strength against this point; and the infantry, that had rallied behind the causeway, kept up so murderous a fire, that it was impossible to continue the attack. The Polish battalion remained a few moments on this spot, purchased at the expense of so much blood, and returned the enemy's fire; but at last they began to retreat. General Muchowski resumed his former position, and the brigade of Krassicki, who had been wounded and taken prisoner, placed itself at the foot of the heights.

The Russians, having rallied, endeavoured to advance from behind the causeway, and to send their tirailleurs forward. Then Zawadki's brigade, which was kept as the last reserve, and placed on the heights, was sent to relieve those of the brigade Krassicki, who, in their fury, would not leave the spot. General Muchowski sent forth his, and then there was a discharge of firing from the tirailleurs upon the whole line, while the Russian columns advanced *en masse*. Then Colonel Bem, seeing that the critical moment was coming—for the Poles had not another battalion at their disposal—advanced of his own accord with ten pieces of cannon beyond our tirailleurs, placed himself behind a marsh, quickly raising a battery close to the fire of the Russian tirailleurs, and began a discharge of grape-shot at the compact masses of the enemy, who, disorganized in consequence of their dreadful losses, fled behind the causeway. For a whole quarter of an hour did this distinguished officer remain with his battery under the fire of the tirailleurs, protected by two squadrons of carbineers. At last discharges of artillery on both sides terminated this battle, which was fought with unusual animosity, and which could only be terminated by darkness.

The Russians now repassed the bridge, and, merely occupying the right bank with a few battalions, placed their cavalry in the town, and reserve behind. The Polish General then called a council, in which it was debated whether the field of battle could or ought to be taken possession of; and also whether the fight ought to be renewed the next day, on the arrival of Gielgud's division, which had been ordered to move along the right bank after burning the bridge at Lomza. The Generals gave it as their opinion that it was impossible to give battle the next day, as the infantry was disorganized on account of its heavy loss of superior officers and subalterns, and the soldiers were exhausted by a three days' forced march, the hunger they had endured, and the battle they had



just fought. Thereupon the Commander-in-Chief stepped into his carriage, returned to Warsaw, and left the command of the troops to General Lubinski. Gielgud's division, being in reality cut off from the rest of the army, was ordered to Lithuania.

Thus ended this sanguinary battle, equally memorable for the animosity with which both parties fought, and the errors that were committed; a battle which ought never to have taken place, and which cannot ever be considered as having been won by either party. It cost the Poles two Generals killed, 270 officers killed or wounded, and about 6000 soldiers. The loss of the Russians was much greater; which is easily accounted for, as our artillery had a most destructive effect on their compact masses. Besides, while they were closely pursued by the Poles, they were twice fired on by their own artillery. According to their own account they had three Generals wounded, and 126 officers and 4919 soldiers put *hors de combat*. But the style of bulletins in such cases is too well known to obtain credence. The Russian officers themselves confess that their loss was much more considerable than that of the Poles, and state it at 12,000 men.

If we consider the whole of this battle, we find that it opens a wide field for censure, as all the rules of strategy and tactics were violated, especially by the Polish General. Neither General can be said to have displayed any great talent on that occasion. Let us consider the Polish General's conduct, without at all noticing the errors which preceded and brought on the battle. The first and chief fault was to engage before having combined all his disposable forces. He detached a fourth part of his army to a distance of ten leagues from the field of battle, in a manner which made its reunion during the battle impossible. Then he placed his van much too far from the main body; the unavoidable consequence of which was, that it was compelled to seek its safety by a rapid retreat.

How are we to account for the orders issued to the troops for taking their rest, and for sending back the artillery of the reserve when in presence of an enemy ready to attack, but by supposing that General Skrzynecki had not fixed upon any plan when giving those orders? As for the field of battle, it was, independently of all strategic calculation, very ill chosen, and no General should, under similar circumstances, have anticipated success. But when it had once been chosen, every precaution ought to have been taken to render it difficult of access. It was requisite first to burn the town, then to intrench within its ruins, after having put them, as soon as possible, in a state of defence; next to barricade the streets and avenues to the harbour, and close them with epaulments; then the enemy, even if they had carried that position, would have arrived at the right bank, disorganised and weakened by their losses. Instead of this, some battalions were sacrificed to no purpose, in disputing the possession of the town; and what might well have been expected did happen, namely, that the Russian columns advanced on the bridge at a charging pace, and took possession of it, and all the endeavours of the Poles to dislodge them from it were fruitless.

But it was at the moment when the Poles assumed the offensive that the bad choice of such a field of battle became fully apparent. The elevated situation of the opposite bank on which the enemy had posted with impunity seventy pieces of cannon, rendered the position on the right bank untenable; for the cannon not only swept the field, but also

commanded the whole line of the retreat of the Poles, so as to compel them to move to the right, and take refuge in the woods or narrow cross-ways, which circumstance rendered their retrograde movement very difficult, and would have rendered it totally impracticable if Marshal Dybitch had done his duty.

If we consider the dispositions made in the field, we shall find them still more objectionable. What could be the object or effect of the partial attacks made by the battalions, who, having repulsed the Russians with the utmost bravery and at a great sacrifice, came within the reach of the artillery, which swept numbers of them away, and necessitated a retreat? therefore did these battalions fail in their attacks against a multitude that received continual reinforcements.

The employment of the cavalry bade defiance to all rules; the ground also was most unfavourable to it. After all, the use of it was not turned to such good account as it might have been even under so many disadvantages. Could one of those decisive blows be expected which are sometimes the result of a well-ordered cavalry charge? The placing of the artillery, at the beginning of the battle, in a situation where it was exposed to the close fire of the Russian *tirailleurs* without any protection from the Polish, was itself wrong. It was attended with the loss of two pieces, and deprived the Poles for the whole day of two batteries, while the rest of the artillery, for want of ammunition, could respond but feebly to that of the Russians, which was so far superior in number and position.

Upon the whole, it may be concluded that General Skrzynecki, whose cloak was riddled by balls, and who gave proofs of the highest and noblest courage, by heading all the attacks himself, performed the part of a Lieutenant, but certainly not that of the commanding officer.

It appears that after the commission of the errors which preceded the battle on the right bank, and made the Russians masters of the bridge, the only thing General Skrzynecki had to do, was, to withdraw all his army among the thickets, suffer the Russians to advance till they were out of the reach of their artillery stationed on the opposite bank, and then, by a well-combined attack, to rush on them. In this manner all the Russians on the hither side of the bridge would unavoidably have perished, as the narrowness of the ground would have prevented them from returning in close array.

As for Marshal Dybitch, his march of sixteen leagues, executed in one day, presaged a very energetic, offensive, and subsequently a much more decisive blow than the taking of the bridge of Ostrolenka. This, however, was the only fruit of that sanguinary fight, and very fatiguing march. At Rzekon he briskly attacked Lubienski with twenty-two battalions, without being even preceded by a vanguard, drove them back, but stopped suddenly without any reason, except to give time to the troops he had detached, to surround the Poles. A better manœuvre would have been, as he had numerical superiority, to drive Lubienski to the river, and cross the bridge before the Polish troops had had time to take arms. Such a manœuvre would have been decisive.

After the battle he did not avail himself of the advantages he had gained, and allowed the Polish army to retire quietly, which, after having kept possession of the field for two hours, began to move off.

## THE PORTS OF FRANCE.

## CHERBOURG DOCKYARDS, MEN OF WAR, PROGRESS.

No doubt many of our naval officers are intimately acquainted, not only with the great naval ports of France, but with most of the details of their dockyards, and with their naval armament on the stocks and afloat at this moment, together with the improved order, the wise energy, and strict economy, in every sense, which directs the whole. It is, indeed, known that more than one of us have visited them under every possible advantage; encouragement at home, and with letters to the authorities on the spot—perhaps in the proper quarters, a proportionately correct knowledge has been communicated, so essential to our own improvement, while we do not shut our eyes to whatever may be worthy of imitation in other nations.

This may be the result; but in the mean time, under every possible disadvantage, a few facts have been thrown together, which, in the absence of more authentic and more minutely correct information, may not be unacceptable to the general reader, particularly to seamen alive to the interests and improvements of our Navy and our naval concerns. What is attempted claims no notice beyond that of a hurried sketch, with the most earnest endeavour to make it a faithful one, without presuming that, in some of the details, there may not be some trifling inaccuracies.

The town and harbour of Cherbourg is in latitude  $49^{\circ} 46'$  north, about 100 miles south of Portland Bill; in the centre of the bite, on the French coast, between the eastern point of the Rac de, or Race of, Gatteville, (where a noble lighthouse has just been built close north of Barfleur,) and Cape la Hogue, at the western extremity of Lower Normandy on the Channel, on a kind of peninsula called the Presqu'île. The whole of this bite (or bight), like most coasts so much exposed in its formation, is a succession of sweeps of the rocky margin, forming small sandy bays here and there from one rocky ridge to the next, as seen east or west from the beach. Cherbourg forms the deepest and the largest in the centre, without being much more sheltered than any other, and is more particularly marked by the rocky point and fort of Querqueville to the west, and the Isle Pilée on the east, though, indeed, the whole bay may be said to extend to the furthest point seen from the jetty, near Fermanville, where there are inexhaustible granite quarries, about twelve miles off; so little is the shelter, and so wide the shallow passage between the Isle Pilée and the beach, which hereabouts, as the eye glances round to the east, is all along low and sandy. The hills retired about a mile behind, and following the sweep of the coast, while to the westward, beginning at the western jetty, it appears a succession of black rocky ridges partially covered by sea-weed, which very much more abounds on the French coast than on our own, exactly in proportion to its greater exposure to the constant south-west winds and the greater set of the ocean along this side of the Channel.

Thus, naturally, like so many of our own, Cherbourg is no harbour at all, and scarcely any shelter; but finding in their choice of difficulties the imperious necessity for some great naval dépôt, by way of counter-

poise to our Portsmouth, for these last fifty years they have laboured almost incessantly in the attempt to remedy its natural defects—thence the gigantic undertaking of their Breakwater (*digue*), half of which is not yet completed (begun in 84), and no wonder, as, speaking by comparison, ours in Plymouth Sound, immense as it is, is as nothing to it. The intention is to run this enormous mound of granite (piled on the rocks from 40 feet under water) in a line from the Fort Royal of the Isle Pilée (short of a narrow northern entrance) for four or five miles (*deux lieues*), running nearly west north-west towards Querqueville Fort. As yet only half this distance appears above water; like ours, only higher and wider, terminating at a fort erected on it opposite the Fort du Hommet, at the north-east extremity of the dockyard. This end, which now appears at the western extremity, is only the centre point of this colossal work, and here they have stopped for the moment—possibly for another half century,—while they are actively at work completing the eastern end, of which some 300 yards do not yet show above water even at its lowest ebb. But as it now is, it forms a very tolerable roadstead, sheltering all within from north-west to north-east. More to the east, within Pilée Island, it must remain unsheltered, but eastern winds and gales are of comparatively rare occurrence, and the shallow passage between this island (a ridge of rocks) and the beach, at low water, must very much break any heavy sea on that side, while from the south-west a heavy swell may still roll in through the western entrance, to break which the further continuation is projected.

So much for the outward prospects of this harbour, which has, most particularly of late years, been anxiously and vigorously attended to. At this moment there is constantly from twelve to twenty boats at anchor over the east end, discharging stone; with forty or fifty lighters as constantly going and coming, bringing granite and flint stone from the quarries of the Mont du Roale, loaded in the merchant basin by the rail-road, and from Fermonville; others from the dockyard, loaded with the stone from the rock blasting out of the great basin at the back of the yard: besides these, two steam-boats towing backwards and forwards lumps filled, some with prepared mortar, some with lime in bags, others loaded with the granite facings, squared in the fields behind the dockyard (which are covered by these blocks), and loaded at a jetty outside, most of them ready for their destined places on the Breakwater. In this way, reckoning at the quarries, in the boats, and on the mound itself, there are steadily employed 1500 men, while the superintending officers, at very moderate salaries, are few in number. The men are paid at the rate of from one franc to thirty sous a-day (from 10*d.* to 1*s.* 3*d.*), and find themselves. Perhaps not the least remarkable part of it was the good-will and activity with which all those I observed stuck to their work, and the general activity of the steam-boats and sailing-boats, Sunday itself being no day of rest to this incessant progress.

It must be observed, that it is only of late years, since the peace, that this great work has been so vigorously pushed forward, as well as almost the entire creation, in its present perfection, of the dockyard itself to the north-west, and the merchant basin to the east of the town. The town of Cherbourg is situated on the flat margin below the Mont du Roale and the Roc au Chat, which form a glen down which the main

road from the south comes, and is part of the frame or ridge of hills sweeping round in a kind of amphitheatre, coming down to the shore of the rocky ridge of Querqueville, a strong fort about three miles off, and one of the main defences of the place. On the flat, at the foot of these hills, the town may be said to be happily situated, with great facilities for every kind of improvement; not the least, the inexhaustible quarries of granite, and hard flint stone, within a mile, brought down by a rail-road, and lowered into the boats in the merchant basin; in a word, into its streets, as this basin on the eastern side of the town forms its boundary—as there are but a few houses on the opposite side of the outer-basin of the tide harbour, which is entered between two jetties running out in the bay for about 300 yards. This harbour is, like all those along the coast, Dieppe, Boulogne, &c., nearly dry at low water; however, it leads into this noble merchant basin of an oblong square, capable of containing 100 sail, built and finished in a very superior manner, with solid granite quays and facings. Between the harbour and the basin the tide-gates are crossed by a swivel bridge leading to the arsenal, magazines, and barracks, part of the suburb already mentioned.

The little river of Divette steals into the harbour through an arch, being led along the flat, from its glen (of the Roc au Chat), in the shape of a walled canal, parallel with the basin. On the eastern side of the harbour is the arsenal and Port-Admiral's office, defended towards the roads by a small platform battery. With this exception, which it is contemplated to relinquish, the whole of the naval concerns are carried on at the "Grand Port," or dockyard, which lies just without the north-western extremity of the town—this part of the bay, sweeping round more abruptly to the north-west, and forming a rocky point on which they have constructed the formidable battery of "du Hommet," which, with its double tier of guns, completely commands not only the western entrance, but most of the anchoring ground within the Breakwater.

In this general description of the chief features of the port of Cherbourg, I am sensible it can give but a faint idea of the thing itself—nor can I pretend to be exact. There is no doubt we possess charts of the whole of this coast, of much more value in a seaman's eye than the most lucid description in detail. So too would a good chart have very much assisted an account of this kind—but, strange to say, there was no such thing to be had—nor any book published by which exact details and numbers could be got at. The few facts here attempted to be thrown together are, therefore, gleaned from momentary observation; from appearances, and from inquiries of different people, who, after all, may not have been perfectly well-informed: to this latter source of information, however, relating to details, the least importance is attached. In the general features there need be no great mistake, in which alone I am anxious to convey some tolerable idea of things as they really are.

From the jetty-heads (which are not yet quite completed, prolonged and enlarged at different times) to the Breakwater, across the centre of the roads, and in a line with the guard-ship, moored about midway, it appears about three miles and a-half; the Guardo (a large sloop-of-war) being about a mile and a-half off shore. The boatmen call it two leagues; so do they insist on saying the Breakwater is already completed two leagues in length; but in France, among working people, there is a great confusion of the term league—sometimes it means little

more than a mile, at others, four miles; so that, in the absence of the exact distance, as measured, one must trust to the eye, as sufficiently correct for a non-official sketch of this kind.

To embrace the whole, bay, basin, town, dockyard, roads, the Breakwater across it, the Fort Royal on the Île Pîlée, at a single *coup d'œil*, one has but to take the road south for one mile, and climb half way up the Mont du Roule, when all lies apparently close at your feet, and as distinct as on a map: very much more so than any correct idea one could form of Portsmouth, coming down on it from Portsdown Hill, which is at so much greater distance.

On this steep rocky Mont du Roule, overlooking the town, within a short mile, there is a redoubt or fort.

The northern face is almost perpendicular down to the quarries; from which a railroad in a curve carries the stone to the head of the Merchant Basin, a distance of from half to three-quarters of a mile.

On the opposite side of this glen, through which the main-road to the town from the south winds down, is the Roc au Chat, rather farther to the south, and still more elevated; crowned by the telegraph, communicating with the town one: by this a dispatch reaches Paris in three minutes fifty-six seconds.

There is a *château d'eau*, or reservoir, at the foot of this hill too, supplying the town with water from an aqueduct branching from the river Divette a little above. This, as well as all the great improvements in and about the town, is the work of these last few years. So late as ten years ago some of the greatest improvements and best buildings were not in existence—such as the Court-house, Halle au blé, gaol, and many of the handsome houses facing the quay of the Merchant Basin and harbour. Certainly since the peace Cherbourg has in every way doubled itself in importance, if not in extent and population. They reckon at this moment about 20,000 inhabitants, exclusive of those regularly employed in the Dockyard and on the Breakwater; the latter being working men mostly drawn from the villages in the arrondissement and department.

The Dockyard (le Port) which occupies the north-west point of the inner bay, at present sheltered by the Breakwater, may be said to be a vast irregular fortress, with its ditches, ravelins, bastions, &c., on the land and sea side, and only open on the road side, where it is approached by shallow water and a rocky bottom to the entrance to the great basin, opened for the first time in 1812, at which period it may be said to have been in its infancy. Taking the outer line of the work, on the land side, it must be a mile in length; perhaps half a mile in its greatest breadth, from the western extremity to the Fort du Hommet: an inner wall cuts off part of this vast space within; but the area is wholly available whenever wanted.

Some of the naval establishments connected with it, such as the sailors' barracks, rope-walks, timber stores, artillery ground, begin at the extremity of the streets in the north-western part of the town; but the nearest wall of the dockyard begins round the bay further on, about half a mile, running within the works, in an irregular line to the west-north-west towards Querqueville, and coming out on the sea in its prolonged bay, to which that fort forms a point three miles distant, and taking off some of the brunt of the heavy south-westerly,

The first part of the yard, nearest the town, contains an immense building, running across it east and west, of 950 feet in length. Beneath are the various sheds and workshops; coopers, boat-builders, gun-carriages, capstans, &c., and partly employed as store-houses for their various articles when made, together with timber of all descriptions.

Above, the chief floor is "divided into various lofts. The first, approached by a handsome double circular staircase, is for the plans of the ships to be built, 300 feet in length: there the lines are chalked out and decided on. The next is the model loft, kept in the most exact order and neatness, and filled with the models of the ships and vessels already built, together with those of all sorts of machines, and new inventions of all descriptions connected with ships and ships' furniture. Next to this the block loft, in full activity, and aided by some very simple machinery, lathes, &c. The rest of the building is occupied above by ship carpenters in the finishing and lighter departments.

Ranged collaterally are other inferior buildings; various stores and workshops in wood and iron, with some few offices. The sculptors' shops, in which were some very able and elegant specimens, though comparatively there was little doing, and that chiefly in busts; full-length figures, however beautiful, being found too heavy, or, perhaps, too expensive, perhaps, to follow our fashion! But if beauty of ornament is to be laid aside as trifling, why have even insignificant busts, or any thing whatever?

The French now only build first-rate 60 gun frigates and large sloops of war, as large, in many instances, as our small frigates.

In this part of the yard is the *Forte* on the stocks, her slips sloping on the bay to the east. There were also two fine cutters on slips coppering, meant for the coast guard and looking after the oyster fishery. This part of the yard is separated from the chief part of the dry dock and basin and line-of-battle slips, by a ditch some eighty feet wide cut in the solid rock, and which, running across here, forms part of the ditch round the outer works; in other words, this part of the yard is without the fortifications, having been added to it of late years, as they found they wanted room, or from its very convenient position nearer the town. Round this part there is only a moderate wall of seven or eight feet high. In one of the boat-houses near the gate here, is the King's state barge, a very beautiful boat, double banked, pulling forty oars, originally built for the Emperor, and sent round from L'Orient near thirty years ago, but never yet used, though they fully expected it this last summer, while the King was at En for a short time; when the yacht *La Reine Amelie* (a handsome brig) attended on the Royal family at Triport.

Although within the yard, there is a sentinel at the wooden bridge across the ditch leading to the chief part—altogether there are at least a dozen in various parts, at the four gates, on the ramparts, and at the water entrance from the roads, not including the guard or rather garrison of the *Fort du Hommet*, and the *corps du garde* behind the great basin now in progress, besides the various porters and superintending petty officers, and *gens d'armes*. No stranger can enter the yard on any pretence without a written order from the Major du Port's Office, nor can that be had without the accompaniment and responsibility of two respectable citizens.

The most prominent features of the yard far and near are the four great

buildings over the slips of the line-of-battle ships now on the stocks, on the south side of the great basin. Each of these sheds or rather houses consists of sixteen square granite columns, eight on each side, which support the roof. About two-thirds up they are arched together: immediately below the roof, on both sides, are rows of windows, besides the light admitted from above through the roof by panes of glass at intervals. The arcades are fitted half-way down by jealousies so as to protect all; without too much excluding the light. The north and south ends are partially boarded up, until the ships are finally launched. These men-of-war have been long on the stocks, almost completed; their planks and decks left partially open for air and inspection. The first, from the chief entrance gate, the Friedland, is of 120 guns, begun during the empire; still good, and nearly completed. Next, the Diomed of 90 guns; the Ajax of 100; and the Henri IV. of 100. There is nothing doing on board these fine ships for the moment, but they may be afloat certainly at two weeks' notice.

From the foot of these slips the great basin stretches northward, and communicates with the inner basin by flood-gates; both together taking up that part of the field of the yard next the roads. There is another smaller basin, nearly finished, at the northern extremity, close to the curtain of the rampart next the sea on the outside, which opens to the inner basin. From this smaller inner basin they contemplate cutting through the works and rocks, and thus making a north entrance for the shipping.

These three basins take up nearly the whole length of the yard within the southern ditch and ramparts, except a range of store-houses and offices at the head of the slips and dry dock (which lies between them in the centre). The largest outer basin is about 400 yards square, opening to the roads by a passage of 100 yards wide within, and about 70 at the outside, where, on each side of the broad flagged space, two circular platform batteries are ready to receive the guns, though none are as yet mounted: these are to defend the side of the yard facing east on the roadstead.

The inner basin, which is kept closed, contains all the ships fitting and in ordinary, the steam-boats not in employ, sheer-hulks, diving-bell lighter, and a number of other pontons and vessels for various uses connected with fitting out the ships. This basin is about 360 yards long by 260 wide, the whole cut out of the solid rock, and still more solidly faced with granite, and finished in the most careful and useful manner with rings, rollers, guns planted for the chain-cables, capstans, slips, stairs, recesses—in a word, with every possible improvement in strength, facility, and convenience.

The men-of-war at present lying here are one small 74, the *Généreux*, with her lower masts in, a beautiful model, just commissioned, and under orders for sea, complement 800 men; three frigates of the first class (60 guns); the *Reine Blanche*, *Calypso*, *Belle Poule*, and *Boussole* corvette—these are covered in, not masted; the *Calypso* just rebuilt from the water line, in consequence of having been run down at sea, by one of our men-of-war running on board of her; she is a beautiful frigate, as well as the *Reine Blanche*. Here, too, is the King's yacht brig of 200 tons, said to be as good a sea-boat and sailer as she is handsome; she is sufficiently gilt without being gaudy, and looks fit to stand any weather.



There is besides a sloop of war (a gabarre) kept masted and rigged to exercise boys bringing up to the sea—a sort of nursery for the navy, which are cultivated in all the naval sea-ports under the name of “*mouses*,” well worthy of imitation: their numbers vary, as they are drafted into sea-going vessels; there are about 100 here now, in charge of a boatswain and mates, for their exercises.

To the west of and facing the great basin, is a range of buildings; one division for the offices of the captain-superintendent, and the clerks of accounts and stores, &c.; another behind, as a naval school of construction, and various offices for the subordinate officers of the yard, together with others as depôts of masts and yards. On the opposite side of the basin and slips, and next the bay, are foundries and forges; and various smiths’ and other buildings range at the head of the great building slips, containing various small iron stores, lead, and copper, one of hinges and locks, another of bolts and nails, others of chains, and one of all tools employed in the building department.

There are two frigates nearly ready for launching, the *Forte* already mentioned, and the *Alceste* on a slip at the north end of the range of offices. The space behind this frigate, and extending the whole length of the basin, is now being excavated as a grand basin capable of containing sixty sail of the line. This great work has been going on for some time, slowly of course, since it is not immediately wanted, and there are so many other things in hand of more consequence. Still on this there are employed upwards of 100 men, and several carts, taking up the stone as it is blasted and worked out, to that part of the yard next the roads, where a party of from twenty to thirty load the lighters as they arrive alongside the wharf of the yard. To avoid breaking the stone unnecessarily, they have a good contrivance of shooting it on board down planks boarded at the sides, one man attending to prevent the motion of the boat (as there is a good deal of swell) from displacing it.

On observing the ground cut down at the back part of the yard (a part being still left near the ramparts to the north and west side), it appears that they must have cut and cleared out of the yard, to bring it level with the rocky base in the fore-part next the roads, at least sixty-five feet, and into the solid rock beneath this about twenty more in the northern end, where the basin may be said to be begun. The rest of the area extending south behind the *Alceste*, and to where there are forty or fifty sheds at present filled with building timber of all descriptions, is but lined out for future years’ completion.

Extending further north beyond this basin, indeed beyond the wall of the dockyard, is a cannon foundry and depôt of artillery in general, and shops connected with the iron-work of the gun-carriages, &c. This more distant part of the yard, as it recedes to the north-west, contains ample space, from the angular figure of the fortifications in this irregular projection.

Within the narrow space of a work of this kind it is impossible to give a detailed account of the various buildings and apparatus of the yard. The most prominent and essential have been mentioned. The number of men employed are at this time 1500, extending to 2000 on any particular occasion. All the builders and men of trades permanently attached to the yard were of very respectable demeanour, and well dressed in blue jackets and trousers and glazed hats. At noon they

have an hour and a quarter to dinner, when the bell rings, as with us, and they are mustered in again; leaving for the day at the hours of four, five, or seven, according to the season. The whole are well superintended in every department by petty officers, under the *capitaine du port*, lieutenants, and other officers, who go round the yard at intervals, keeping an eye generally on everything.

- The ships in ordinary in the inner basin are chained by the bow and quarter clear of the sides of the dock, with a gangway plank on board.
- Line-of-battle ships have three, and frigates two quarter-masters in charge; no one allowed to go on board without a written permit from the captain-superintendent. The meals of the men and others who remain permanently in the yard are brought them, or they relieve each other when they go to their homes in the town for an hour or two, as nobody has any residence in the yard—hardly excepting any of the clerks in the superintendent's office—certainly no family whatever. In a word, the whole regulations and economy of the details of the yard are extremely strict and well arranged: in no department is there the least slovenliness, or waste, or idleness observable. Going round immediately after the men disperse to their various employs over the yard, they are all seen instantly at work with an earnest good-will and steadiness that speaks volumes for the excellence of the general superintendence. There are, besides the chief builder, two or three assistant builders, and five or six *élèves* studying their profession.

Cherbourg has always been famous for turning out the most beautiful ships, and many of their best sailers. If one may judge from the line-of-battle ships and frigates now here afloat and on the stocks, their reputation is well deserved; but independent of this, the town abounds with good ship-builders—men capable of laying down and running up from the keel very fine models, who, nevertheless, are mere workmen, axe in hand, and whose wages, when building merchantmen or any of their small craft at the head of the merchant basin (where there is a great deal going on in building and repairing), seldom amounts to more than from 2s. to 2s. 6d. a-day.

The average for building a merchantman of oak at this port is from 140*l.* to 160*l.* per ton, every way solidly put out of hand, without being coppered or copper-fastened. At Jersey, with greater advantages, or at least equal, as to materials, the charge is about 9*l.* per ton. Even at this rate English merchants find it their interest to give orders for some of their ships, but the French, after all, have the advantage of superior construction. At all the great naval establishments of France, the towns where the dockyards are situated, without reference to their size or population, or their consequence in the department, are only allowed to be *sous préfectures*. Toulon is the only exception to this rule, if there is any exception in the five great ports, as there is a *préfect maritime* at each station, answering not only to our Port Admiral, but with more extended powers in the place itself.

- As with us, there is a guard-ship—generally a sloop of war,—without any officers on board more than her bare complement. Here the guard-ship in the roads is commanded by a Lieutenant de Vaisseau (a commander), who is, in fact, flag-captain, and she is manned and ready for sea; but at other ports the flag-ship (which has no Admiral's flag flying) is a mere covered-in hulk, with a *corps de garde* and clerks'

office (as at Brest and L'Orient). The Admiral's office is that of the Major du Port; a Capitaine de Vaisseau of the first class presides with a captain and commander under him, for the general routine of duty, issuing orders afloat, and visiting the dockyard, &c., with the general superintendence and charge of all government works on shore or afloat. This plan very much simplifies complicated duties and undertakings. By being under one head there is a proper care and a proper responsibility, without that constant clashing of interests and petty jealousy of personal influence at the Admiralty, which is soon felt, in a proportionate carelessness, down to the most insignificant workman, and seen plain enough in the different things going on. By this method, too, the Minister of Marine, or First Lord, is sure of what is going on, and the co-operation of all the subordinate authorities, such as the Mayor, the sous Prêfet, the Captain Superintendent, &c., are assured, as a matter of course, without hesitation, reference, or delay, of any sort; the whole energies of the town, nay the department, may be brought in a few hours, on any emergency, to the aid of the local government at any one point. The only question to consider at the fountain head, would be the additional expense.

In a general view of the whole, when it is said that Cherbourg, within these few years since the peace, has sprung up into a great naval dépôt and establishment, with every will and every faculty to become still greater, there is little left to add of the town itself or its commerce, or of the country round it. Still there is a visible improvement of late in all these. In a commercial point of view, indeed, there is not much stirring, except in the building and employment of small craft for the trade along-shore, with two or three ships now and then on voyages of speculation. Ship repairs are well done here, and the sloops built are handsome and sail well.

The only trade with us is in eggs and fruit, to Portsmouth and London—to Jersey and Guernsey with sheep and cattle. They export a little to the West Indies, chiefly mules to La Martinique. As to the streets and shops of the town, they are very indifferent, the latter not at all on a par with ours on the sea-board. There is a good and very plentiful market on Mondays and Thursdays, and the people both of the town and country are remarkably orderly, quiet, and loyal; so much so, that it is thought the best place to keep the 35th Regiment in garrison until the events of July, 1834, (when the last out-break in Paris was effectually quashed) shall have been forgotten.

It is observed on this coast that the sea gains on the land; and that at very high spring-tides, if unfortunately it blows heavy from the south-west, there would be great danger of an inundation of the flat space round the town. The square green, close to the west of the Merchant Basin (now covered with blocks of granite), as well as the ground to the east, including a range of magazines, the arsenal, and suburb, are in many places even now below the ordinary level of the water in the basin, though the tides on this part of the Channel do not rise half the height they do at Granville and St. Malo, &c.—from nineteen to twenty feet spring tides.

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## A NARRATIVE OF THE EXPEDITION TO COORG IN 1834.

ABOUT the middle of March, 1834, orders were issued to bodies of troops in the Madras Presidency, directing their march on the frontiers of Coorg, so as to arrive there about the 1st of April. Disputes between the Rajah of Coorg and the East India Government were known to exist; and the Rajah, our "dependant ally," had issued an hostile proclamation, of which the following is a translation:—

## PROCLAMATION OF VEER RAJENDER WADEER, MAHA RAJAH OF COORG.

To all the inhabitants of Hindostan, Hindoos, Mussulmen, Polygars, military subjects, Ryots, heads of villages, bankers, &c.; to all these the contents of this proclamation are published, that they may well understand the same; namely—that the infidel Feringies (Europeans), who entertain the vile idea of commingling all ranks with their own unclean caste, have defiled the mosques, pagodas, and places of worship of Bangalore, Cuddapah, Masulipatam, Nagpore, Arcot, and many other places; and have prepared padres of their own religion to try and convert people: this is well known, and is doubtless engraved upon the hearts of all, therefore of what use repeating it?

Besides this, other Governments, where this system of conversion has been tried, have been overthrown by the hand of Almighty God. Be it ever so! I will bring forward an instance which has happened in your own times—Tippoo Sultaun, who endeavoured to enforce his own religion everywhere, to the annihilation of all others, by tyrannizing over all people, destroying the caste of numbers, and overthrowing temples. He met his fate from the displeasure of the Great God, as you all well know.

In the present instance the unbelieving Nazarenes have in the same manner begun to establish their own vile religion by the destruction of all others, for which reason, not having shown sense, in the day of calamity, in the day of death, they shall find no cure, according to the precept of the Prophet; and that the day of their downfall is near there is no doubt.

The priests and learned men of both the Hindoo and Musselman religions have consulted their religious books; and they say, "That those who, for the preservation and protection of their caste, will fight against the infidel Nazarenes, will be victoriously, be favoured by the Great God, and heaven will be their reward."

This is not false, but the very truth. This, then, will be the effect of the vile scheme of the unbelieving Nazarenes. You, the sepoys of Hindostan, they are leading against the Haling Semustan with the intent that you shall be destroyed; whereby, your strength being reduced, it will be easy for them to convert you all to the same caste as themselves. This is most certainly their scheme. For which reason, to render easy the difficulties of all people, the Haling Semustan has made war on the unbelieving Feringies. At the same time, if you, with one heart, assist the army of the Haling Semustan, you will save yourselves, and it will be easy to destroy the unbelieving Feringies; and each of you will live in peace and enjoyment after his own faith.

You will certainly never again have such an opportunity.

Besides this, in order to render your difficulties easy, having published this proclamation; he, who shall not take it to heart, and shall withdraw himself, his end shall be to be converted by the infidels, and live all his days in difficulty: and at his death be a sinner before the Great God.

There is no doubt of this: for which reason, as above written, we, on the side of the Haling Semustan, will strive together with good faith; and if you also exert your uttermost to assist the Haling Semustan, you will be

supported in peace and happiness: and it is for these reasons that your assistance is required by the Haling Semustan.

Moreover, I have another order to give you. Should the unbelieving Nazarenes, to get possession of the Haling Semustan, promise to pay to all of you a ten-fold reward; do not be enfolded in the curtain of negligence, forgetting their deceit.

The end of their desire is, having subverted your religion, to destroy you. Believe this.

This proclamation was replied to by the Hon. East India Government issuing another, which appeared in the 'Fort St. George Gazette,' dated April 1, 1834, in which, after some general remarks relative to his bad conduct as a ruler, and hostile conduct as a dependant ally, the specific reasons for sending an armed force against him were given as follows:—"That in consequence of an asylum having been afforded in the British territories to his own sister Daiva Ammagre, and her husband, Chinna Dusweya, who, to preserve their lives, had fled from his oppression, the Rajah had presumed to address letters, replete with the most insulting expressions, to the Governor of Fort St. George and the Governor-General of India, that he had assumed an attitude of hostility and defiance towards the British Government; that he had received and encouraged the proclaimed enemies of that Government; and that he had unjustifiably placed under restraint an old and faithful servant of the Company, who had been formerly deputed by the British representative for the purpose of opening a friendly negotiation, contrary to the rules of all civilized nations." War was therefore formally declared, and the troops proceeded to act; but before detailing their operations it will be perhaps better to give some account of the nature and resources of the country, and of the position in which it was placed relative to the East India Company. I have heard it asserted by M. P.'s, and those in authority, that the East India Company had no right whatever to declare war, depose the Rajah, or seize the country. I have heard the subject mooted in India, and believe the Governor-General was loth to go to war. But I think I can fully show, by extracts from the Canarese Manuscript, written by our old friend and ally Veerrajender Wadeer, and translated by 'Sir R. Abercrombie at his request—(now I doubt not, existing amongst the records in the Cutchery at Mercaia) that Government was justified in deposing the Rajah, and seizing the country, and certainly if Government was in any way borne out in law, it would not have been justified had it not acted as it did.

Coorg, or Codugu-malé,\* sometimes called Semustan,† is a mountainous and woody district of the Southern India, situated between the province of Mysore and the British provinces of Malabar; and considered to extend from the Tambatcherry pass on the south, to the confines of the Bednore country on the north. It has no manufactures; the natives exchanging the produce of the soil for the manufactured goods of the low countries. It is a healthy and fertile country. The rice of Coorg is proverbial for its size and whiteness; and cardamums,

\* Codugu-malé, probably from its hilly nature so called in Maliallum; "Codu" being a "Croni," and "Malé" "a hill."

† Semustan, an ancient name for the country, perhaps from Chamos-Stan, or the land of *Cham*.

pepper, and other spices, abound. The forests contain almost every tree, useful or beautiful, to be found in India. The banian, teak, *Allighinnu* (a species of poon adapted for masts); the *Doopada* (*Fateria Indica*), whence exudes a gum used as incense; the wild *Areeka*, tamarind, black wood, and *fac*;\* the *mimosa adoratissima*; white sandal wood; the *Gabbala* tree, from whose bark slow matches are made; the *Kyooloo*, whose bark makes excellent ropes; the reed from which the natives make their pens: with many other useful plants. These forests afford shelter to prodigious quantities of game: elephants abound, as do tigers, bears, bison (the *gayal* of India), black deer, and almost every sort of small game. I much regret either not having copied, or having mislaid, *Veer Rujender's* account of some of his shooting parties, where the quantity of game killed was prodigious. There is, however, close to *Hercara*, a curious trophy, perhaps unique. I believe *Senga Rajah*, the uncle of the deposed *Rajah*, has the credit of having raised and filled it. It is a building about thirty-five yards long, having four broad steps running its whole length. On each step are neatly and regularly arranged from thirty to forty elephants' skulls, forming the uncommon spectacle of 140 skulls, perfect and of nearly the same size. The teeth are wadded in to prevent their falling out, but the tusks are away. Flattery, even in this *Golgotha*, has done its best to please; the skulls have been neatly whitewashed, and a hole bored in the centre of each, which you are told is "the *Rajah's* ball." There are two smaller sheds near the large one; in each there may be from forty to fifty skulls; but they are small and thrown about irregularly.

Coorg may be divided into two parts, viz., Upper and Lower Coorg; or, perhaps, I should call the former Coorg "Proper," as the lower part has been conquered, or acquired by treaty, by the hardy race of mountaineers, occupying a range nearly 5000 feet above the level of the sea. The highest point in this range of Ghaut is *Podiandamalé*, which is 5682 feet above the level of the sea; and, indeed, in no part of this range is the summit much under 5000 feet high. The whole comprises an area of about 2165 square miles, of which the lower districts occupy 580, and Coorg Proper, 1585.

Although Coorg does not possess more than one river, the *Camandarry*, which may be termed navigable, it has many other smaller streams, which, beginning in June to increase their body of water, may be navigated with rafts until November or December. Their currents then are, however, very strong; and, descending from either side of the Ghauts, they are broken into rapids, and are dangerous to traverse. One little stream that the force under Colonel Fowles crossed in April, dry-footed, was, at the end of the following July, so dangerous that I feared, neither could I find any one who would swim my horse across it, and I was forced to drive him in and make him try it—sink or swim. He succeeded, after being rolled about a good deal; and as I was forced to proceed on duty, I was fortunate in being able to get across by means of a bamboo and rattan bridge, which was then on the verge of being swept away.

Having mentioned the source of the *Cauvey*, which is a holy river, I

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\* *Artocarpus Integrifolia*.

will subjoin a passage I have copied from a manuscript by Mr. Conner, to whom I am indebted for much information.

"The source of the Cauvey does not fail to attract the devotion of the pious: it issues from amidst the recesses of the western Ghauts, and the spring from which it takes its rise is fabled to have been a nymph of exquisite beauty, the daughter of one of the seven Rishees, who, while performing Tupy Sa (a penitential devotion), dissolved into the little fountain which carries its tribute to the ocean. Immediately on passing Badamundla, it is joined by the Kunniky, the Naiad of which stream is, like her sister goddess, the subject of a romantic fiction. There are three temples immediately at the junction of the Kunniky and Cauvey; they are dedicated to the Hindoo Triad."

The frontier of Coorg rises in strength in some places nearly impracticable; in others, of comparatively easy access. Thus the mountain passes towards the sea are very strong, and wind through a forest country defensible at every step. The boundary toward Wynaad, partly marked by the Bramagerry hills, is almost impracticable at any time, much more so with a hardy and active enemy in front. On the other hand, the southern boundary of the country toward Mysore is comparatively open, whilst that part to the north is densely wooded, and was strongly stockaded.

I have said this much relative to the frontier; as the attacking forces differed in their shares of success and hard work, and the cause is to be sought for in the comparative difficulties of the country they were engaged in, and the comparative willingness with which Indian troops opposed to us fight behind stockades or in the plain.

At the time we invaded Coorg it was in a fine state of cultivation, from its mountainous and woody nature, but thinly inhabited, though by a brave and hardy race. The land revenue of the Rajah might amount annually to half a lac of pagodas; to which 20,000 more may be added, which he made by import and export duties, traffic, fines, confiscations, &c.

My reasons for maintaining that we were first authorised to depose the Rajah; secondly, to seize the country, are three-fold; and, though not much of a lawyer, I think law is on my side.

In the first place the ex-Rajah was not the right heir to the throne, nor was his father before him, for he usurped the throne from a daughter of Veer Rajender's, to whom we had, it is true, guaranteed safety and protection *moyennant* a tribute of 8000 pagodas annually; but I will give the articles of the treaty relative to the business.

"Article 4th.—At the conclusion of the peace of Seringapatam, in March, Tippoo was prevailed upon to make peace with the Coorg Rajah; and said that he owed a tribute of 4000 pagodas annually, which he made over to the Company.

"5th.—The Coorg Rajah denies that he ever paid a tribute of 8000 pagodas annually to Tippoo Sultan; but he is willing to pay 8000 pagodas a-year for the friendship of the Company.

"6th.—The Coorg Rajah shall live peaceably in his dominions, under the friendship and protection of the Company, who shall not harass him; and the amount payable annually by the Rajah at Pellicherry is 8000 pagodas, or 24,000 rupees.—This 31st March, 1793.

(Signed)

"ROBERT ABERCROMBIE.

"The signature of the Coorg Rajah."

In consequence of his good services in the year 1799, this tribute (for so it must be called) was remitted, and in lieu thereof the Rajah was to give yearly one elephant. In 1804 he further received a letter from the Governor-General, dated 23rd May, 1804, praising him for his brave and generous conduct; and, as a reward, giving him territories in the low countries, yielding a revenue of 24,879 Cautery pagodas. But I nowhere find that he ceased to pay the elephant, which in fact was acknowledging himself our vassal, and the East India Company his liege lord, or suzerain. If these latter words sound strange as applied to Indians, I may remark that the feudal system prevailed amongst the Nairs, and that the Rajahs\* of Coorg are of the Nair caste of Hindoos. They are mentioned in history as early as 1583, by Ferishta, as independent princes; and a biographical account of them, commencing 1632, was written by Veer Rajender, which I have now before me.

The last testament of Veer Rajender Wadeer was as follows:—

“That by the death of his wife, Mahadeva Eanie, who left him no son, but four daughters, his hopes of having a male heir to the throne of his own body were blasted; and he was afraid that, if the succession devolved on the sons of the Ducem Derjya (his concubine), they would oppress his four lawful daughters by his wife. The Rajah, therefore, determined, that of his four daughters the eldest should be married, and whatever son she should have should be named Veer Rajender, and should receive the Rajah's seal, and the sword which was presented to him by the Marquis Wellesley, and be the successor to the throne. If she should have no son, then the son of either of her younger sisters, according to seniority, should be the successor; and so long as the line of any of his above-mentioned daughters should continue, none of the heirs of the Ducem Derjya should succeed.

“The Rajah, sensible of the instability of human life, and all other things, has thought proper now to determine and record this matter, in order that no wrong may hereafter occur.

(Signed)

“V. R. WADEER.”

Now, in spite of this will, Linga Rajah, the younger brother of Veer Rajender, succeeded to the throne, the second brother (named Appya) having fallen in an attempt to assassinate Veer Rajender.

Dira Magee, the eldest daughter of the deceased ruler, came to Coorg from Soanda, with her husband, the Rajah of Soanda, who was to manage her affairs for her. But in a fortnight Linga Rajah succeeded in turning out the Soanda Rajah, and in gaining the management of the country. He told Dirā Magee, that being her uncle, he would take care of her, to whom, when a little older, he would resign the throne. In the mean time he forged a letter to Lord Minto (supposed to be from Dirā Magêe, then only nine years old), requesting that the British Government would allow Linga Rajah to take charge of the country, as she was too young to govern. No answer was returned to this, that I am aware of; and about nine months after Veer Rajender's death, Dirā Magee's name was left out of all the public papers, and Linga Rajah's substituted. He thus usurped the throne; and of the numerous children left by Veer Rajender, he took off many by the bowstring or dagger; and to others who were quite young he

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\* Vide Buchanan and Major Dirom.



gave quantities of camphor to play with, in hopes that they would blind themselves. This monster, who spread a loathsome disease over the country, which he is subsequently supposed to have died of, built the palace at Mercara, and at the first party there were many who were intoxicated; words are reported to have been used derogatory to his dignity: the parties were cross-examined, but nothing could be elicited; this increased his rage, and he immediately ordered two of the leading men, Cariapoo Dewan and Munjerry Appia, to be crucified. Many others were taken into the jungle and murdered there. He had promised the architect who built his palace a large reward, which he withheld; and meeting him constantly being disagreeable, he ordered him to be crucified.

Linga Rajah married a Coorga woman of high rank, and by her had one son and three daughters. He had, besides, many illegitimate children by different women. His son succeeded him to the throne, and on the advance of the British troops on his country, in 1834, he murdered his mother and all his brothers and sisters, and threw their bodies into one pit; thus preventing the East India Company's government putting any one of the blood of Veer Rajender Wadeer on the throne. That neither father nor son had any right to the throne I have shown. We, therefore, as allies of Veer Rajender, were rather enjoined than otherwise to depose him: and to whom was the country to go? The Coorgas wished to be under our rule: 300 of them deserted under the chief minister of the Rajah to us, from Mercara: I believe they have since then been faithful to us, and indeed I find 700 of them, under an old friend of mine, were in arms during the late Canarese disturbances. One native regiment suffices to garrison the country; and I travelled almost immediately after the war was concluded over the greater part of the country, with my own servants only, and everywhere met with great civility. Once, indeed, three shots were fired from the jungle, one of which cut a twig near me, and another, I fancy, went very close; but I heard afterwards that a party were out shooting there, and it may have been accident.

Thus it has been shown that in the first place then the Rajah had no right to the throne; secondly, he destroyed the family it belonged to by right; thirdly, the Coorgs generally wished to be governed by us; and, lastly, he declared war first; and strove to excite rebellion in Mysore.

If we were in any way borne out in law, no Christian government, situated as our gigantic empire in the East was to this petty dependant ally, could have allowed things to go on as they were. The following I have from eye-witnesses, and took their words down as uttered. One was a friend of the English, and a minister of the Rajah; the other the Roman Catholic priest; both of whom, I suspect, were very dangerously situated during the government of the Rajah. Nothing can be considered trivial that tends to show the awful effects of despotism on the respective minds of the despot and his slaves, or the deep responsibility which rests on those to whom wisdom and strength are given to arrest the evil.

The late Rajah was in the habit of wearing English shoes: one day a pair was brought him which he was not pleased with; and, whilst his

unhappy slave was kneeling to tie the strings, continued striking and tearing his back with a barbed arrow, which he never moved without. Darasha, his adviser, interfered, and begged a cessation of the barbarous punishment; whilst the poor slave, prostrate, was quivering with agony and fear. The Rajah heard his prayer, and laughing, told the poor wretch to go about his business. I could mention many other anecdotes of this villain,—some too bad to appear in print,—but shall confine myself to his views with regard to the Christians on his territory, as a small colony of Christians, surrounded by inimical barbarians, must interest every English reader.

Christianity is of recent introduction into Coorg. In the year 1768, Hyder Ali sent a force into that country; in this force there were Christians; and the Jesuit Missionary at Seringapatam sent a priest with them for their comfort, and at the same time to convert the natives. The Coorg mission struggled through many difficulties, and Tippoo Sultaun completely extinguished it. It, however, rose again from its ashes, and in the peaceful times which succeeded our taking Veer Rajender under our protection, it flourished rapidly, and brought forth fruit.

Under our rule it will be, at least, unmolested; and should a Protestant missionary be sent there, a fair field would be open to his exertions. There are many castes in Coorg,—Moplâys, Rajpoots, Burgers, &c., but these are settlers. The original inhabitants may be called Hindoo Lingwaits; though I am inclined to believe they pay more adoration to Veer Rajender Wadeer than to any enttem of Sira.

The Coorg Christians were considered men of credit and respect until the death of Linga Rajah; but on the ex-Rajah coming to the throne their state was much changed. They were termed Kafirs, and classed with Pariahs. The Coorgs used to make wooden crosses their targets, and trample them under foot, saying, they were treading on the Gods of the English. The Dewan and others about the Rajah frequently asked to be allowed to exterminate them; which the Rajah said he would do, if successful in his war against the English. Their number at the time we conquered the country was rather more than 750 souls.

I have now endeavoured, as concisely as possible, to give a slight sketch of Coorg and its inhabitants; not, however, having mentioned slavery, which, as existing there, and in Canara and Malabar, may be worthy of a paper to itself. I have endeavoured to show that the East India Company did well and wisely in deposing the Rajah, and seizing the country; and my next, though containing a slight sketch of Mercara, Mackanaad, &c., will be principally occupied by the military details which led to the event.

M. S.

**REMARKS ON THE DUC DE RAGUSE'S ACCOUNT OF THE CAVALRY COLONIES IN THE SOUTH OF RUSSIA, AS PUBLISHED IN HIS TRAVELS.\***

THERE is one point of such great interest to the cavalry service, which Marmont appears to have appreciated with his usual perspicuity, and bestowed upon it so much consideration, that although the subject has already been frequently before the readers of this Journal, no apology will be necessary for again reverting to it. It is in stating the fact of the Russian cuirassiers having, since the peace, been armed with lances, that Marshal Marmont introduces the valuable comments to which we allude.

He unreservedly declares that this mode of arming heavy cavalry had long been desirable in his opinion, and that he had strongly, though in vain, advocated the adoption of the lance as the main weapon for the French cuirassiers. The objection, that other European armies have considered the lance as a weapon for light troops only, he meets by asserting that this has arisen not from any deliberate reasoning upon the question, but from the lancers having been originally irregular levies, armed with the weapons easiest to be provided, for instance the Cossacs, Arabs, and other nations of wandering and pastoral habits. What indeed but some similar cause could be assigned, in our own army, for the adoption of the heavy inconvenient sheepskin, introduced among the British hussars, in mere imitation of the Hungarians, who, for want of materials of a better description, made their saddles of boards, and covered them with the sheepskin, as the readiest and least expensive article they had at hand?

Marshal Marmont, in order to show, on more solid grounds than mere imitation, that the lance is fittest for heavy cavalry, supposes the possibility of a body of cavalry attacking a square of infantry with such resolution as to arrive, in spite of their fire, within reach of the bayonet; and he argues, with much reason, that, admitting this contingency to take place, the horseman armed with the lance will be certain to overpower the infantry soldier, whereas the sabre may, under those circumstances, be effectually warded off by the bayonet, on account of the short extent of its sweep or thrust.

• We must confess that we were at first startled to find an officer of the sound judgment and long experience of Marshal Marmont, adopting a theory, as to charges of cavalry upon squares of infantry, which has so often been refuted, and which, besides numerous former occasions, was so thoroughly tried and disproved at Waterloo. All who were present at that battle seem to have agreed in one thing, however their views might differ in others, and have admitted that it was impossible for cavalry to charge infantry with more perseverance, as well as desperate and headlong courage, than was shown by the French cuirassiers in their attacks upon the British squares.

Yet, except the single case at Quatre Bras, where the infantry had not time to form their square properly, what was the invariable result?

Why, that these determined Cuirassiers in no instance reached the bayonets, but that so many of their horses and men were brought to the ground by the concentrated and close fire of the infantry, many yards before they could arrive at their bayonets, that the horses fell over each other, or swerved, and so completely broke their ranks, that all progressive impulse was destroyed, and actual collision never took place at all. But Marmont is not a man to reason at random, and when we come to a well-known instance which he adduces in support of his arguments, we find a qualification of his statement, which throws a very different light upon the question, in its general form.

The case he quotes occurred in 1813 at the battle of Dresden, when the left of the Austrian infantry, being abandoned by its cavalry, was repeatedly charged by the French cuirassiers: it contrived to maintain an obstinate resistance, repulsing every attack, though the weather was much against infantry, for in his own words "*la pluie avait mis presque tous les fusils hors d'état de faire feu. On ne vint à bout de cette infanterie, qu'en faisant précéder les cuirassiers, par 50 lanciers de l'escorte du Général Latour Maubourg, qui firent brèche, et donnèrent à ceux-là les moyens de tout détruire. Ces lanciers purent s'approcher impunément, attendu que les coups de fusil étaient rares ;*" but he continues, "there would have been no difficulty from the first if the cuirassiers had themselves been armed with lances."

The case is clear enough, but what does it prove? Simply that in such heavy rain as silences the musket, a square of infantry may be approached by cavalry; or, in other words, that *cavalry and rain* are an overmatch for the infantry square; but Marshal Marmont would, we believe, be unable to produce a single instance of cavalry arriving at the bayonets of a steady square, so long as that square had the means of keeping up its fire, which cannot be the case with the flint-musket in heavy rain. No doubt the chances of wet weather are very considerable, and well worth consideration in this discussion; but it must not be forgotten that the introduction of percussion-locks (universal now in the Austrian army) has made a great difference in those chances; and had the Austrian infantry at the battle of Dresden been armed with these inventions, the fifty lancers of Latour Maubourg's escort would have had no better success than the cuirassiers who preceded them in their attack. It is, however, worthy the attention of all British cavalry officers, that no other armies form their squares on the same model, or with anything like the same efficiency for resisting cavalry, as our own; and therefore whatever weight may attach to Marshal Marmont's approval of the lance for foreign heavy cavalry applies much more to the cavalry of Great Britain, since the squares of infantry which they may be called upon to attack are not formed on the same formidable principle as the square adopted by the British infantry. The charges of cavalry upon squares has long been a litigated question, but it is generally acknowledged that the greatest execution of cavalry is among broken masses of infantry; and here, at least, there can be no doubt of the advantages attributed to the lancers by Marshal Marmont.

A single soldier armed with a musket and bayonet will, if he retains his presence of mind, and is not alarmed at the horse, unquestionably keep any horseman armed with a sabre at bay; for however easy it may seem for the cavalry soldier to deal his blows at the man on foot, yet it

is only necessary to observe the manner in which he performs the simplest motions of the sword-exercise, and the difficulty he finds in learning to cut with the edge, or thrust with any correctness of aim, judge how much training he must pass through before he becomes the least formidable, except in appearance, to a man on foot armed with so effective a weapon as a musket and bayonet; and we may further add, that until he is a good horseman as well as a good swordsman, his skill in the weapon will avail him but little. At Salamanca, it is well known that whole battalions of French infantry were ridden over and passed by General Le Marchant's brigade. A vast number of them retained presence of mind, by stooping and lying down, to avoid the blows aimed at them by the dragoons as they rushed past, and managed to escape with so little injury from the sabres, that they rose and fired at them after they had passed, and killed and wounded more in that manner than had fallen in the onset. No doubt the lance would on that occasion have been of great service to the cavalry, from its sweep and reach. At the battle of Albuera, the fatal execution done by the lancers upon such of the British infantry as had been thrown into confusion by overwhelming numbers is well known, and could not have been effected by the sword.

In enumerating these instances, the affair of the Germans under General Bock must not be omitted, especially as the writer of an article in the last month's Journal on Tactics and Promotion (two subjects, by the bye, which would appear to have little to do with each other) has entered largely upon the question, and has endeavoured to prove Colonel Napier in error as to his comments upon that affair. There was no action more notorious in the whole war than the splendid attack of the Germans upon the French rear-guard the day after the battle of Salamanca, and it is only strange that any discussion could arise upon such generally-acknowledged facts. Three French columns of infantry, forming the rear-guard of a beaten and fatigued army, and retiring up a slope without much care or order, were boldly attacked by our excellent Hanoverian cavalry, elated by the success of previous victory. The infantry formed themselves the best they could into squares, not the admirable English square, which combines a tremendous supply of fire with all adequate solidity, but into those close columns with the exterior files faced outward, which are encumbered by their density of formation, and yet not at all more difficult of attack in respect of the quantity of fire they are able to oppose to cavalry. The French infantry were on this occasion broken and utterly defeated; but the German cavalry, who, as every one admits, gained well-merited honour for their coolness and bravery, suffered so severe a loss, that Colonel Napier draws the reasonable inference, so utterly rejected by the author of Promotion and Tactics, that "Cavalry are not able to cope with veteran infantry except by surprise." The word, "surprise" is perhaps too exclusive, and does not exactly apply to the action in question, where want of steadiness, and order in their retreat seem to have caused the disaster of the infantry; but the fair way of interpreting Colonel Napier's maxim appears to be, "That since General Bock's capital cavalry, in effecting the overthrow of a dispirited body of infantry, retiring without much order, and formed hastily into squares of the worst description (not a man was kneeling), suffered a tremendous loss

of officers, men, and horses, it is reasonable to argue that a body of infantry *not* dispirited by previous defeat, *not* in retreat, *not* in any disorder, and, above all, *not* formed into a defective kind of array, are able to resist successfully the attack of cavalry, however bold and well conducted. As to the comparative proportion of numbers, the writer of the article on Tactics and Promotion cannot fairly pursue his argument upon that score, because the peculiarity of the Infantry Square, and its essential difference from all other formations, as well of our own army as of others, consists in its presenting so small a front that only a limited number of assailants can be brought to bear upon it, and 60 or 70 cavalry are therefore as likely as 600 or 700 to break a square of infantry when defective or disordered beforehand. Besides, many instances may be adduced to show that comparison of number applies but little to the conflict of cavalry with infantry. At Emsdorf, during the seven years' war, Elliot's Light Horse, afterwards the 15th Hussars, about 400 strong, attacked and completely routed the retreating French infantry in a manner very similar to the affair of General Bock, both as to the glory of their success and the loss they suffered, above 70 of that regiment being killed, while, on the other hand, no less than 1000 men had laid down their arms to them alone, before their own infantry came up to complete the defeat.

At Talavera, a single regiment (the 23rd Light Dragoons) completely checked the large mass of infantry preparing to attack the British left; but the loss sustained by the 23rd was terrible, partly no doubt owing to the unexpected ravine, but still the muskets of the French infantry were the main cause of the slaughter.

At Waterloo, the 12th Light Dragoons, not exceeding 300 men, overthrew the column of 4000 French infantry, advancing against the left of the British! but in this case likewise that gallant regiment suffered tremendous loss in proportion to their numbers.

We have been led, by the intimate connexion of the subject with the article on 'Promotion and Tactics,' to make this digression. The instances, of which a few only have been quoted, lead us to believe that on many accounts the lance would be as admirable a weapon for our heavy cavalry as for the Prussians, provided always that it were adopted with such modifications as would render it applicable to the peculiar duties of our cavalry, who at home must be prepared at all times to act as police, in towns, or in an enclosed country, and who, from their small numbers, must, when on foreign service, be competent to undertake indifferently the duties of outposts or the duties of the line, for which last purpose it is scarce necessary to remind the reader that heavy cavalry are employed exclusively in the other armies of Europe.

Now, for the police duties of the English dragoon, who can question that the carbine is necessary in countries like England and Ireland? In the latter country, indeed, more than one occasion has occurred in the disturbed districts, where inconvenience has arisen from our regiments of lancers being without carbines, and where it was found expedient to detach them along with other cavalry in consequence, to whom, of course, the lancers added as much efficiency for operations in an open country as they derived from the dragoons for the duties required in towns or for passage of lanes and hollow roads.

An occurrence in the recent insurrection of Canada confirms the ne-

cessity of the carbine for all cavalry employed on duties of detachment. A party of the Montreal yeomanry, who seem to have conducted themselves with exemplary steadiness and resolution in the capture of some of the misguided persons who took a prominent part in the rebellion, were, on their return, attacked in a defile by a body of men armed with muskets, who had so disposed themselves under cover of the enclosures, that they were inaccessible to cavalry. The Montreal troop did all in their power, by the fire of their pistols, and by showing a bold countenance, to force their way, but what could they do with that worse than useless weapon the pistol? It merely exposed them to their adversaries, and they were soon compelled to abandon their prisoners and escape the best way they could. Had these men been provided with good carbines they would probably have forced their way by dismounting part of their number to clear the enclosures nearest the road, and brought their prisoners safe to Montreal.

The modification with which the lance might be best given to the British heavy cavalry is a matter which, as we have before said, demands due deliberation. No greater mistakes have ever been made in our service than suddenly introducing new weapons and equipment, in mere servile imitation of foreign armies. Because other armies had cavalry with square caps and lances, we were, forsooth, to have the same variety; because others had hussars, with sheep-skins for want of better saddle coverings, we must adopt the same, not as a military *improvement*, but as a military *fashion*, just as a nursery gardener would think himself disgraced if he had not the same variety of dahlias as his opposite rival.

"Mutamus clypeos Danaumque insignia nobis.

Aptamus."

Without duly weighing in what way we may make the imitation most available—the first point to be considered as regards the application of the lance to the British cavalry services, how far it can be adopted without sacrificing that weapon, which has been shown by experience to be absolutely necessary for troops employed like ours as police at home, and as light or heavy cavalry abroad, just as circumstances may require.

Within the last two years many trials have been made of uniting both lance and carbine, and the lancer regiments have been supplied with carbines fitted in various ways to their saddles, by way of discovering which was least inconvenient: many officers have also been called upon for opinions upon this point. One party, however, and indeed the principal one concerned, has had no voice in these debates—this is the troop-horse, who, if, like the horse of Achilles, he had ten minutes permission to express his sentiments, would probably observe to the authorities—"It is all very well for you to be settling how my rider can carry a carbine in addition to his lance with least inconvenience and best facility of making use of either weapon, but, settle it how you will, you are adding another burthen to my already exaggerated equipment. You are always inventing some confounded fresh luggage for me; do lay your heads together and see if you cannot take something off instead of constantly adding to my load. Except in the riding-school, my oldest comrade in the troop don't recollect ever hearing one of those heavy pistols which so cumber our shoulders discharged by his rider. Why not rid us of them at once? The sheep-skin too! why am I to be heated and

loaded with another creature's skin, which in wet weather is as heavy as a pail of water, and after every march gives my master such labour to clean it that he is often obliged to neglect me in order to do so? If you load us in this stupid way, you must expect us to fail when most wanted.

Not ours the fault . . .  
 No—could our swiftness o'er the winds prevail,  
 Or beat the pinions of the western gale—  
 All were in vain. . . .

It is a curious fact, that we, who require it more than any other nation, have never yet devised some plan for giving lancer regiments a certain proportion of carbines, and we now propose to remedy this error by the still greater extreme of encumbering every lancer with a carbine besides his lance.

Yet we have only to look to the continental armies for several modes from which to make a selection. We shall find the Prussians have in every squadron of lancers about twenty men, who carry carbines, but no lances, and are placed in the rear-rank upon the flanks, where they are ready to act as advance, and rear-guards, in column, or as skirmishers when in line. Then the Russians arm the front rank only of their cuirassiers with lances, the rear-rank being provided with merely sword and carbine.

But, perhaps, though altered during the Bourbon restoration, there was never a better method devised for the united employment of the lance and carbine in cavalry, than the last organization adopted for his regiments of "chasseurs à cheval" by Napoleon, who seems, in this case, to have provided for every contingency with his usual judgment, in the detail as well as in the greater features of military arrangement. He formed in every regiment of chasseurs a squadron of lancers, who took post and precedence in each regiment exactly on the same footing as grenadiers in the infantry; by which means the men and horses most calculated for the lance could be selected without any injury to the rest of the corps, which was thus rendered effective for every kind of service. This organization was afterwards altered by the Bourbons, but all officers who had served in the regiments thus equipped bore general testimony to its merits and advantages.

The Russians, in arming the front rank only with lances, have evidently had Napoleon's principles in view, and are aware of the necessity of never separating the lance from the support of the sabre and carbine. This organization would be peculiarly easy of adoption in the British cavalry, because it has for years been a regulation, and a very good one, of the riding drill, that every cavalry soldier, whatever description of corps he belongs to, shall be thoroughly instructed in the use of the lance. Want of uniformity in the appearance of a Line is an objection which is hardly worth noticing, were it not often a favourite argument with those whose views go little further than such narrow limits; but do we not every day see the grenadier and the light company man doing all duties along with the other companies of our Guards and Infantry regiments, without the smallest reference to what difference there exists in their head-dress! But one effective and positive fact is worth many pages of reasoning; and that which Marshal Matmôt has quoted, of an escort of lancers being called upon to break into a square, who, though



labouring under the desperate disadvantage of their muskets being made nearly useless by the rain, had yet repelled the attack of cavalry armed only with swords, proves, beyond all question, the advantage of the lance against infantry. On the other hand, how many instances might we quote where the carbine has been of essential service in enabling cavalry to protect themselves in defiles? Acting as advance or rear-guards, it may be called, indeed, indispensable.

Lancers, under these circumstances, must always have recourse to their friends of the carbine, just as necessarily as the Dragoons were, compelled to apply to the Lancers on the occasion cited by Marshal Marmont. The two weapons essentially depend upon each other; but it is to be hoped that the difficulty of combining them may be met by any arrangement rather than that of overloading every Lancer's horse by a carbine, in addition to the other weapon, especially as we have plenty of examples from which to select, and plenty of cavalry officers, competent, from both their experience and judgment, to deliberate in what way the combination of the lance and carbine may be effected in the most convenient proportion.

#### SCENES IN A MILITARY HOSPITAL.

##### No. I.

##### THE YOUNG CORPORAL.

"Oh God! it is a fearful thing!  
To see the human soul take wing  
In any shape, in any mood:  
I've seen it rushing forth in blood—  
I've seen it on the breaking ocean—  
Strive with a swollen convulsive motion—  
I've seen the sick and ghastly bed  
Of sin delirious with its dead—  
But *these* were horrors!—*this* was woe."

"The brows of men by the despairing light,  
Wore an earthy aspect, as by fits  
The flashes fell upon them; some lay down  
And hid their eyes and wept; and some did rest  
Their chins upon their clenched hands, and smiled:  
And *War*, which for a moment was no more,  
Did glut himself again."

The romantic and highly-tinted accounts furnished from time to time by those who reported for the English journals, of the landing in Portugal, reception by the people, and early achievements of the Pedronne expedition, produced its intended sensation, and caused many a young heart to beat high with hopes of renown and honours, were a path but opened to reach the banded few by whom such deeds of chivalry and *derring-do* were said to be accomplished. Nor is this to be wondered at; for the young and inexperienced seldom allow themselves time for reflection, and should there chance to be a dash of the headstrong in their character, they on the instant follow the bent of their own vivid imagination. Military glory is very dazzling to their

eyes; and they too frequently give up the substantial comforts of home, and seize upon any chance that presents itself of achieving martial fame, without looking upon their probable ultimate destination, or pausing for the opportunity of rightly understanding the desperate or disgraceful nature of the service into which they have blindly plunged. This has been woefully exemplified in these two expeditions; first in that to Portugal, and next in that to the Basque Provinces. Many a young man of name and social worth was seduced by the fantastic calls of factitious glory to join the rabble-rouths called armies at Oporto and San Sebastian; and of these, alas! how many are there who have now to mourn over the loss of precious years of the most precious portion of their existence, now irretrievably lost; and how many, too, have fallen victims to hardships and neglect, or perished ingloriously on a foreign strand in a mercenary contest and marauding warfare, and in which, terminate as it might, they could in no case whatever hope to reap either reward or honours! Yet despite of all this, almost everything hitherto written upon the subject has, as we have already stated, been painted *en beau*, and it is therefore high time that some truth-telling sketches should be given to the world, and the reverse of the picture be exhibited, if only as a warning beacon to the would-be heroes of inglorious expeditions. Instead, therefore, of the multiplied "*lights*" (alike to those delusive ones used by wreckers, luring only to destruction) already disseminated through the public press, we have thought proper to indite some of the "*shadows*" of the "*liberating*" campaigns in Portugal and Spain, in the earnest hope that these may act as a salutary caution to English youth how they thoughtlessly permit themselves to become the dupes of the designing, or associates in enterprises that can never terminate for themselves aught otherwise than in suffering, disaster, and dishonour. With these brief observations we enter upon our task.

The military mania, at the epoch we allude to, seized firm hold of many youths of respectability, and not a few at the period were the runaways from home, and less alluring professions, who were to be found "bearing a halberd" in the ranks of the British battalions, in the fallacious hope of winning a name "even at the cannon's mouth."

Of this class appeared a soldier named Kavanagh, of the ——— Regiment, the most attractive of the English corps. His appearance and manners were singularly prepossessing: a finely-formed, and elegantly-featured boy; rigidly attentive to his duty; keeping aloof from the soldiery, and never joining them in the hours of leisure. Taciturn in the extreme, he seldom spoke save when addressed; but yet, from a kindness of disposition, he became an universal favourite. The coarse jacket of his rank could not disguise the gentleman; and even the common men of the regiment treated him with forbearance, and something like respect. He had early attracted the attention of one or two officers of the corps, and been gratified by slight promotion. Serving in the same company with him, as a junior officer, I was more frequently brought in contact with the "Young Corporal" than others of the regiment. I was a youth, too, myself, but little his senior, and feeling that circumstances (I cared not what they were) had removed him from his proper sphere, the sympathy I entertained, too apparent for disguise, and the eager fellowship with which it was met, threw us oftener together than

our relative positions, in reference to military etiquette, would have rendered consistent—and it became my pleasure to lighten, where it lay in my power, the heavier, or to relieve him altogether from the more irksome, of his regimental duties. In brief, before a very long period elapsed, we became intimate friends; and my most strenuous endeavours were now exerted to procure him a commission in the same corps, or in some other regiment, where there might be less hostility to the reception of “a man from the ranks.” In this wish, however, I was, for the moment, disappointed; for the majority of “officers!”—shop-lads, whom counter-defalcations or robbery of the till had elevated to the factitious dignity of gentlemen—stoutly stood by *their* order, and clamorously protested against the admission of one, really a gentleman, amongst them.

Circumstances shortly afterwards threw me into another regiment, and to a different part of the extensive lines, where, from the harassing nature and continued duties of out-lying piquet, we seldom encountered each other. Occasionally, however, we met—he, foraging in my vicinity; or I, upon a day's leave and ride into the city—but not one word during our intercourse did he ever breathe as to his private circumstances, or the nature of the disappointments that had forced him to Portugal as a private soldier. I knew from himself that he served in a name not his own—but that was all, nor did I seek to learn. Youth is generally confiding; and it was enough for me to find he had been unfortunate to feel a strong interest in his welfare.

We had not met for nearly two months, when, upon rumour of attack, a part of the regiment I belonged to received sudden orders for a night-march into the town to reinforce a weak point, and the expected one of assault. I accompanied the division; but the night passed off without any appearance of the enemy assembling in our front; and the next morning, in the regular routine of service, my name was called for duty at one of the hospitals (for there were several), and shortly after we marched to the relief of the old guard, and formed in their places. The troops, who had been greatly harassed, and were under arms all night, were right happy when the order to barracks was given out, and they were scrambling for their rations, when, amidst the din of clinking camp-kettles, scolding commissaries, screeching women, and all the confusion concomitant upon provision-stores in state of siege, the bugles were observed hurrying in, and, to the general dismay, “Turn out the whole” sounded on all sides. The aspect of affairs was instantly changed, the wine, and agua-ariente of those who had been so fortunate to get any, was hastily gulped down, amidst imprecations at the untimely onset of the enemy, biscuits, beef, and backalho crammed into havresacks, belts tightened, muskets snatched up, and in less than ten minutes not a man remained in the barrack-square. They had fallen in, been marched off, and were away to the time of double-quick, for the Miguelites had made a sudden assault when least expected, driven in the piquets and advanced posts, mastered an outwork, reached the trenches, and were forcing the lines. The firing soon became tremendous, and so admirably had the attack of the assailants been planned, and with such vigour maintained, that fears for the instant were awakened that they would enter the town. The wounded now began to pour in, and occasioned a scene of misery which passes imagination. Women and children were crowding around

the doors of the hospital, imploring admission, in accents that would break a man's heart when he thinks upon it; they were calling for their husbands, sons, brothers, who had been borne in from the field. The enemy's artillery had been very destructive; some of the poor fellows had been torn almost to pieces by cannister or grape-shot; limbs were carried away or frightfully smashed; and what with the deep and agonised moaning of some, the loud and continued shrieks of others, the tears and supplications of the women, the scene was horrible. The hospital accommodation was scanty in the extreme; every bench found a tenant; and as others continued arriving, they were obliged to be flung down in the hall and corridors. Things were in this state when a Portuguese Staff-Officer dashed up to the door of the hospital: without dismounting, he called aloud for the officer of the guard. "Mr. Leslie," he said, "you are to despatch every man you can spare to the barriers; lose not an instant, Sir." Spurring his horse, he galloped down the town: the municipal force was called out; in one moment I had my little guard together. I left a steady non-commissioned officer at the hospital with a moiety of the soldiery, and placing myself at the head of the remainder, gave the order to march. As I pronounced the word, some fresh casualties were being brought in; and even amidst the excitement of the moment, I trembled with emotion on beholding my early friend Kavanagh dragged along, almost insensible, from the pain of a severe wound, the joint of one of his limbs being almost shattered to pieces. I ordered the men to proceed, but halted a moment myself to charge my own serjeant to pay particular attention to the wounded man. Poor Kavanagh recognised me directly, and stretched out his hand, which I took, and with an assurance of being soon back with him, was compelled to hurry forward. Overtaking my party in a few moments, we were soon mingled with the defenders; but it was some time ere I could give much attention to duty, in consequence of the impression left on my mind by the mangled and bloody form of poor neglected Kavanagh.

The attack of the enemy, originally confined to one particular point where we were then engaged, had gradually extended itself, and merged into a general assault upon the lines, and it was not until the evening was far advanced that they ceased their desperate efforts: by midnight our distant piquets and outposts were re-established, and the ground, wrested from us in the morning, once more occupied by the Pedroite troops. My anxiety now to get back to the hospital was exceeding; but there seemed little chance of it at the moment, for one half the army remained under arms, and of this section my own corps formed the advance. About daybreak, however, I received orders to proceed with my company to the Foz, the extreme point of the lines from the city gates; at eight o'clock we marched into the village, and there we were once more dismissed to barracks. After attending to my men, I rode over to the Commandant, and begged permission to go to Oporto upon pressing private business; he hesitated to grant it, but I so-urged the matter that he wrote me out a pass, and by mid-day I reached the hospital. Inquiring directly for Kavanagh, I went up the staircase, and found, that owing to my bustling good-natured serjeant, he had been so far fortunate as to get placed upon an hospital mattress: he suffered intense pain; the surgeons had not, up to that time, been enabled to attend to him, beyond applying a temporary bandage round the shattered limb:

his leg was greatly swollen, for the ball had entered a little below the knee, broken the cap to pieces, and passed out a few inches above. The wound, to an inexperienced eye, would have appeared slight, but I had seen enough of hospital treatment to know that instant amputation could alone save life. Under this impression I hurried to one of the surgeons with whom I had some slight acquaintance, and he promised me that the case in which I expressed an interest should be one of his earliest duties.

On going back to Kavanagh I found him much exhausted; the extreme heat of the room oppressed him, for it was crowded with dead and dying: time had not been found to remove the bodies. It then occurred to me that one or two rooms in the hospital had been set apart for the officers, which were in better order than the others, being ventilated, clean, and quiet. I placed in the hands of the hospital-serjeant a *convincing argument*, the only one to which he was not inaccessible, and contrived, with his assistance, to remove my patient to one of these. There were three vacant tressels in the room, but no further accommodation; and, placing him upon one of these, I despatched a soldier to my quarters with a note, desiring my servant to strip my cot of its appurtenances, and come with all haste to the hospital. I had soon the pleasure of seeing poor Kavanagh in comparative comfort, in a good bed, and somewhat at ease.

The Doctor came in shortly afterwards, seemingly surprised at my having ventured so far to disturb (without permission) the economy of the hospital arrangements. I at once told him my apology for not having previously consulted him upon the point was the urgency of the case, and the extreme interest I took in the melancholy position of my poor friend. He undid the bandage, and narrowly inspected the wound. I turned away for the instant, but I could not be deceived; the expression of his countenance told me the injury was mortal; he, however, spoke soothingly to the patient, applied some mixture to the limb, ordered him a little tea, and proceeded with his duties and attendance upon the other sufferers.

On quitting the ward he beckoned me to follow. I found him in the corridor. He, being fully aware of the interest I felt upon the subject, said—"Mr. Leslie, that poor lad will die." I exclaimed—"Oh! Doctor, can nothing be done?" He continued,—“One only chance remains; if the inflammation subsides, if it can be reduced, it is possible amputation may not be too late. In his present dejected state, Mr. Leslie, telling him this would act fatally; you must be cautious of this; I'll see you by and by.”

I returned to the room. Kavanagh had remarked my absence, and on re-entry he fixed a searching glance upon me: I could with difficulty support it. Catching my arm, he drew me towards him. “Leslie, dear Leslie,” he said, “you’ve been the only friend I have ever known: now (and he fixed his full gaze upon me) tell me what *did* Dr. Thorpe say to you about me.”

I tried to calm him, and evade the subject, but he held me firm, and, begging me to sit beside him, questioned me closely. I could not support it; all manly firmness seemed to quit me; for as he lay there almost alone, with but one being caring for him by his side, and that one but a friend of yesterday; with none other to sooth, to speak with

him of early days, of early hopes; away from all that was dear to him, in a stranger land, and in this his sad hour of tribulation—I felt all his loneliness, I thought of my own boyish dreams, my own village home, and its cheering welcome, and

I continued at the hospital until the evening, and during the intervals of his suffering he spoke to me of himself, of his family; all the barriers of conventional reserve were broken down, and the sad story of his young life lay unbosomed before me. The recital evidently pained him, yet he seemed relieved at thus unburthening himself of a weight of woe,—of the melancholy tale of early disappointment. He had now some one to whom he could talk over old times. We had grown grey-headed in our friendship in a few hours—I was no longer a stranger, and he spoke as though I were some old familiar playmate with whom he was holding converse. 'Twas e'en like

‘ Sweet Una’s face,  
Making a sunshine in a shady place.’

\* \* \* \*

By an arrangement with a brother officer, and as an especial favour, I obtained an extension of leave, and at an early hour the morning following I again wended my way on my melancholy office. Poor Kavanagh, although so young, cherished a strong religious feeling, and had urged me to secure for him the offices of the church. He was a Roman Catholic. I had accordingly called upon an amiable gentleman, attached to one of the convents in the town, and in his company, and with one of his brethren, I now proceeded to the hospital. The coadjutor priest was Irish; this was a comfort to Kavanagh, for even the accents of home appeal in our hour of trouble most forcibly to the heart.

A great change had come over the wounded young man. I felt shocked to behold it. He was certainly worse, and much more depressed, though his countenance lighted up when I entered; and on my presenting to him the kind visitors who accompanied me, he received them with an eagerness of welcome.

Quitting them for a time, I retired, but in less than half an hour he sent to recal me; the offices of his church had been concluded.

“ Dom Diego,” said the elder priest, addressing me, “ should your friend wish to see me again, let me know; I shall be at your disposal at all seasons, whenever you command.” I thanked him for his benevolence, and we parted.

During the morning I remained with Kavanagh; he seemed materially tranquillized by the visit of the clergy. The surgeons twice came to see him, and about mid-day I received a summons to the ante-room. I found Dr. Thorpe awaiting me.

“ We have decided upon amputation; it’s the poor fellow’s only chance.”

Although prepared for this, indeed desiring it, yet the communication deeply pained me. He continued—“ Would you wish to break it to him?” I rejoined it would be impossible for me to do so, and requested him to undertake the office. He did so at once—I remained away. Returning to me in a few minutes, he said,—“ Poor lad! he was terribly shaken at first, but now bears it pretty well.” “ When do you operate

Doctor?" I asked him. "I am only waiting for — and —, they will be here in half an hour."

I returned to Kavanagh's side: it was a painful scene; his face had a livid appearance, white as ashes: he had before been much flushed, but the interview with the Surgeon had produced a most extraordinary effect. A cold damp had overspread his features, round drops of perspiration had started to his forehead. The expression of his countenance had altered, and the suffering from inward agony seemed terrible. I quickly passed a handkerchief across his face, when he pressed my hand against his brow. I beckoned to a servant whom I had placed to attend him, and got a cup of weak lemonade which I offered him. He drank a little, and then moved it away. "Leslie," he said; he repeated the name several times; "Leslie, you'll stay by me, won't you?" His voice was broken; it was of a frightful depth and hollowness, and he seemed unlike the same person. "Leslie," said he, at length, with extreme effort, "you must stay with me." I promised;—he grasped my hand tightly, and closed his eyes for a few seconds. "I've been thinking of home, Leslie," he said; "you—you—you won't forget, Leslie.\*"

I returned the pressure of his hand; it was all I could do. . . . In a few minutes the surgeons entered the ward: Kavanagh gave way entirely; he was fearfully shaken, the heavings of his frame seemed to lift the very bed-clothes from his body, and he kept his eye fixed upon me, but said not a word. I was not new to scenes of the kind, but I had never before had my nerves tested where friendship had a part to support. Dr. Thorpe came towards me and said, "Mr. Leslie, will you have the kindness to step this way for a moment?" When away from the room, he begged me to command myself, for otherwise I should do harm. "Upon you, Mr. Leslie, much depends," he said; "it is evident to us, my dear Sir, that upon you much—very much—depends." I could not speak. "Be a man, Mr. Leslie—be a man." I felt grateful for his well-meant efforts, and on the point of reply was checked for the instant, by one of the surgeons and an hospital assistant issuing from the room, and coming towards us; their manner I thought somewhat strange, but I had little time to scrutinize it. "Your friend is dead, Mr. Leslie," said the chief surgeon. I felt stunned. Dr. Thorpe started as well as myself. I entered the room instantly; he had never moved after I quitted him; his face turned towards the door, but his eyes were closed; the struggle had been too much for him; he was dead. . . . It was some time ere I could quit the spot. I looked upon the cold remains with a feeling of awe,—vague, mysterious, undefined. There is a dignity about death with which even the humblest of his victims is invested,—regal pomp, the victor of a hundred fights, the enthroned despot—all fade into insignificance, when we ponder by the side of even beggary in a shroud. The death-pale features, rigid limbs, faded eye, and powerless hand, seem to mock us with scorn. What, after all, are our dearest hopes, sweetest affections, or fiercest hate?—"all is vanity,"—ay, vain as are those dreams of our youth, over which we have all mourned. . . .

The surgeons said it was the wound, but I knew it was a broken

\* In allusion to a promise I had made him, and never was vow more religiously observed.

heart. . . . . He was dead ! were there none to mourn for him ? The story of a life he had told me answered the question.

The father of the Young Corporal, a distinguished Irish officer of the old war, inherited an impoverished but apparently splendid domain, and with it the representation of one of the ancient families of the country, and marrying a lady of some fortune, he was enabled to maintain the position of his birth. In a few years, however, his wife died, leaving him a widower with four children—three girls, and an infant son. Of a gay temperament, though a good husband, the loss was soon forgotten, and then commenced a career of reckless dissipation, that terminated in ruin. For years, however, he contrived to keep his ground upon the semblance of a property, although every acre was mortgaged over and over again. His daughters, beautiful women, were well married ; and so entirely unsuspecting and ignorant were even his most intimate friends of the true state of his affairs, that his children were considered heiresses, and formed alliances accordingly. The father died suddenly, the mortgagees foreclosed, and, literally, not a shilling remained for his son. Expelled from his ancient home, despoiled of his heritage, the poor lad, reared in a career of extravagance, was suddenly recalled from college. He had no home to receive him, and was coldly looked upon by those who, for years, had banqueted in the halls of his father. Thus early was the youth destined to become acquainted with the hollowness of worldly friends. The indiscreet and cruel expression of resentment, in his presence, of one of his brothers-in-law, fired the wounded pride of the unhappy boy. What was it to him that his father had wasted his inheritance ? he had been a fond, though a thoughtless one ;—the reproach struck him deeply ; he replied not, but with feelings outraged, his pride assailed, meeting unkindness where he had looked for sympathy, he turned away, and, hurrying to Dublin, threw himself amongst the first detachments of recruits and volunteers that left Ireland for Portugal ; and thus ignobly fell the last of an ancient name, whose fathers were the native princes in the land he for ever abjured.

One whom I had regarded when living, I could not desert when dead ; and, although opposed to every regulation, I had the body taken at night from the hospital, conveyed to a neighbouring church, and through the influence of the clergyman I before alluded to, the corpse was deposited in sacred ground, with all the ceremonies of a fanciful and poetical creed. There is no *hic jacet* to mark the place of sepulture, but it lives in my memory ; and years hence, should chance once more throw me on the shores of Lusitania, and I visit the heroic city, I could pace the aisle at midnight, and halt at the spot allotted as the resting-place of the last of a vanished race.

I have violated no trust, betrayed no confidence, in adding the few last lines ; yet, though the narrative is so disguised, that no feelings can be outraged, there are many who will recognise on the instant, in this narrative, a melancholy and true story.

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## DIARY OF A RUN TO THE NORTH COAST OF FRANCE.

THE little Camilla and another small steamer keep up the little communication there is between our little islands and lower Normandy and Brittany, running alternately from Jersey to St. Malo and Granville. And here, let all the world know, that, were it not for *us*, us English, *that* little would dwindle to nothing at all. Anxious fathers and mothers bring their families to these shores for the sake of economy. Finding, I dare say, a sort of disappointment at Jersey, a good many go on to St. Malo, Dinan, and Avranches, of which places I shall speak by and by.

This order of summer emigrants consists chiefly of half-pay officers of our Army and Navy, retired tradesmen, &c., and their children. The favourite places, since the peace, when this part of the world was discovered, are decidedly St. Servans (St. Malo) and Dinan; up its pretty river, within two hours' run of it; at St. Servans, there are no fewer than 1700, at Dinan about 400, spending more cash than half these departments put together; they form the gay *élite* of what society there is to be found, for never were such unsociable snails as the good French quiet families when left quite to themselves in their respective country towns, including all the small *noblesse* who vegetate in and about all the prefectures and sub ditto. Be thankful then, O French! for this our taste—I might say folly, but I will not; it is only a hankering we have after passports and all sorts of discomfort, and that kind of pride which like that, it is said, of the self-banished old Castillians, hates to see anything greater or more prosperous than itself!

I have known some of these wanderers who, after an absence of ten, or twelve, or twenty years, have come back home, not a franc the better off in their narrow circumstances, with their girls speaking good French and bad English, dancing well, dressing well, and playing the piano well; their sons a mongrel breed, nor French nor English, accomplished in nothing. To greet them on their return not a friend remaining, and all the relations of life to begin anew in the sear and yellow leaf, without a connexion for their strange children—strange in their own fatherland! I call this state of things melancholy. Look to it all you who inconsiderately bury yourselves at St. Servans, Avranches, Dinan, &c., not forgetting the more ambitious who linger on from year to year at Caen and Tours, neither resolved to come home, for good and all, nor let it alone.

But I have not yet got to my first stage or landing-place at Granville on this west coast of Normandy. My unlucky stars urged me to make my descent on this villanous coast in this most detestable of all vile towns; if the jack-in-office incivility and indeed insolence of the *gens-d'armes*, the custom-house officers, and the passport animals at the mayor's, from the moment the anchor is down inside the pier to the moment you can turn your back on their dirty office, constitutes the *vile*; besides a good quantity of dirt, squalidity, and various compound stench round the harbour. Now, setting aside these jacks-in-office, who do all they can to disgust honest people, and prevent their ever again setting foot in Granville, the town itself is neither good nor bad. As first seen from the steam-boat coming along from the north, only the

upper town is visible on its high rocky bank, the roofs of the houses peeping over a high wall; from this rocky projection runs out a good long solid pier, getting round which one enters a small but snug fishing-boat harbour. The lower town consists of two or three straggling waterside streets, and a sort of suburb running into the country, on the south side of a little valley, through which a pretty little useful stream turns some mills, and affords water besides afterwards for at least 200 good wives I counted washing, at the edge of a kind of mall, where the genteel of the place promenade under some miserable stunted trees. Here I beheld a novel kind of fishery: it was a poor girl, even poorer than any one of the 200 washerwomen, who, after their departure in the evening, commenced fishing for any stray rags they might (must) have knocked off their clothes with their battering beetles against the stones. This was the *chiffonnière* aquatic of Granville.

After the irritation of the passport-office, where they have the additional degrading insolence of making you stand under a kind of guillotine to be actually *measured*, so very exact is *la jeune France* after the three glorious and immortal days! Oh! said I to myself, oh France! is it for this abominable and insulting blessing (all else most equivocal) that I, like a great English fool, suffered myself to be "*sacréé*" into helping to build street barriers on the second of those most stupidly glorious days? Yes, so it was. What children of circumstances and momentary impulse we are! It did not require this new mode of welcome to the shores of young France, in spite of the exact number of feet and inches already marked on my passport in Poland-street, to disgust me with my own weakness and folly. In a word, these Granville authorities are determined to "go the whole hog" (as befits them!), and get two francs out of you for giving you the unnecessary trouble of receiving another dirty, vexatious, provisional passport, sending your original one on to Paris, though you may protest ever so that you are not going there at all! What nonsense! It is the tax! What police clerk in France would give it up, or his situation, or his salary? This is the art of creating offices! like our qualification to vote barristers, and ten thousand commissioners! I say, after the vexation of this measuring contrivance, I was glad to calm myself by contemplating this process of fishing for rags on the limpid stream, O Granville!

Come, never mind, the town itself is not to blame, and is (always out of the mayor's horrid office, and, clear of the fangs of *gens-d'armes* and custom-house officers) a very comfortable, poor, quiet place enough, with plenty of oysters, milk, butter, mud, dislocating pavements, good bread, and some very odd caps on the heads of a few of the women, looking like colossal coarse muslin butterflies stuck on their heads. Two of these girls, from somewhere in the Cotentin (for the absolute Granville caps are mob caps), officiated at the grand auberge and hotel where I dined, at the corner of the Grande Rue. As usual, there was an immense kitchen, where Monsieur (in a white nightcap) and Madame hold their court, full of everybody, besides the *salle-à-manger*, a great deal too full. The dinner was a very hurried and very bad one, between two conflicting and inflicting diligences, the one to Avranches, the other to Coutance. These are the last ramifications of the *Lafitte* and the *Messagerie Royale*, diligences which divide all travelling in France between them, with a truly brotherly love. Boniface was full—not a bed; there

might have been one other hotel in the town, and one or two in the upper town; but the tiny communicating street between the upper and lower so took my fancy, that I accepted the offer of a bed in one of the said queer little houses, as a chamber of ease to the tavern. If any one wished to have a good idea of French country-town wants, let him study the shops on either side of this cheerful ascending tent-like street: the houses one story high, with each its little wooden staircase to its only room and floor, running primitively up and down like a ladder. Such a floor, such doors, such locks and keys, can be only seen in France—perhaps in Siberia. Such assortments in the shops up and down both sides the way, arranged primitively like the Turks on the broad flap of a sort of window or opening. Garlick in goodly bunches; sabots in thousands, horse collars big enough and heavy enough for elephants, bridles and breechings to match, sausages and treacle, and most coarse sugar, and carefully in a round wooden box, a careful tea, as physic (dried clover or sloe leaves), sulphur and porridge-pots, and the rusty iron work of some destroyed town, from hob-nails to barn-door hinges, with old rusty tools, so bad, so awkward, as only possible to have sprung from the invention of a true French cleverness! whitey-brown paper and farthing rushlights. But stop, this will do; all else conceivable by the most fertile imagination, equally primitive, equally coarse and bad: and yet this country is not much more than 150 miles from England, and has been in a state of peace and amity with us for these last four and twenty years! but strictly in a state of blockade as to any interchange of either goods or ideas! They have a strict preventive service, and so have we; and yet, I have no doubt, some hereafter memoirs and histories of our respective countries will talk of our respective enlightened statesmen!

But this little up-hill street is charming. I was quite in love with its odd, little wooden houses, and the sunny, laughing rake it has towards the harbour and the joyous south; not that the sweep of the hills and shore is rich or fine, but it will do in the distance, as all continental views and prospects must. Nothing in the country bears looking at very close. In France, never go further than the market-place—generally some “*Place*” or open space—where it is certain there is an overflowing abundance of all sorts of good things; and the countrymen and women look well clothed, sturdy, and comfortable. There drop them: never ask for, nor look after, their cottages or farm-houses, their gardens nor their dairies. However, according to their ideas of the fitness of things, all is right; besides, after all, variety is charming.

I have abused Granville, but it has, nevertheless, a very great name in this country; it is the *pointe d'appui* of the *presqu'île* diligences, *voitures*, and *roulages* of all sorts. Coming or going, you have some difficulty to escape the fangs of the mayor and his myrmidons; though, indeed, I vowed never more to come within hail of his worship. The Jersey people have a great dislike and contempt for the Granvillians, giving the place a vile name (only to be mentioned in French!). On the other hand, the Granville authorities owe them a spite, as the receptacle of all manner of *mauvais sujets* and criminals, who get away from France at this point: thence, possibly, the sharpness of their practice, and the little urbanity. But why, good officials, are you so rude and so minute to comers on shore?

I shall not wait for your answer, but being called, by moonlight, on

a fine September morning, I got up, to be packed sideways (as they do herrings) in the cross diligence to Coutance. There was room for two in the cabriolet, but they packed in three by this method; being equally well stuffed inside; with three stinking animals *en coucou* with the *cocher* between "the wind and our pobility," away we went.

A great hog of a cattle-driver next me stunned me with his Normandy politics. I thought I should have the drum of my right ear cracked when he applied his mouth, alternately with a cross-fire of his pipe, which went out and was re-lit twenty times. I found afterwards this animal had burned a great hole in my Mackintosh with his fiery *amadou*. With what a feeling of exultation did I quit this monster at Coutance—a pretty town, seated in a pretty country. Indeed, all this part of Lower Normandy, as well as Brittany, much resembles our *home* views over it, in its fields and hedges, and general appearance; its orchards, besides, being well wooded.

All through this country, one comes across those noble specimens of the Gothic in their churches, so beautiful, so impressive! for the most part built while we held sway over it for three hundred years. This at Coutance is very fine, the outer walls, gables, &c., particularly rich; but I had no time to do more than get a cup of coffee, and be re-packed in another machine going on to Carentan, where the more regular diligences come in on their way from Caen to Cherbourg.

French travelling to every-day persons per stage, is much more comfortable than ours, but one must not extend this understanding to the cross-country "*correspondences*" such as this. They crawl, too, like snails half the way, though the roads throughout Normandy and Brittany are all good, most of the *n* macadamized regularly, and as good as ours, within these last five or six years. Even their cross-roads are no longer such a succession of mud and ruts as they used to be. Johnny Frenchman has been mighty slow to understand this; but he does begin now to have an inkling about its convenience.

France is so vast in extent compared with little England, and at the same time so *various*, that it may be as well to say whereabouts I am just now. Were I to say in the *bocage*, I should be merely playing at hide-and-seek with my gentle reader; or, if I say more specifically in the *Cotentin*—know, then, that this land is a sort of leg thrust out in the Channel formed by the deep bight or bay of Havre on the east, and the still deeper bight running south from Cape la Hogue to Mont St. Michel; the little river Vire forming a sort of eastern boundary south of Carentan, which is called the *key* of this *presqu'île*, or *almost island*. The whole of this, and all its coasts here and on the Channel, is a rich loam on hard rock of different and best descriptions, limestone, granite, flint, &c. It is well wooded, well cultivated, with a very agreeable undulation of surface, growing more and more hilly as it runs westward; the space across from the Vire by Caen to Harfleur, opposite Havre, being more flat, and not so rich in its soil. Beyond the Seine, again, embracing the coast part, it has the same rich agreeable character, while to the south-west, across the interior towards the Loire, it is more level, more sandy, and not so rich in appearance, neither so well wooded nor minutely enclosed. These are the general features; of course, with lots of exceptions; nor is there much difference in the appearance of Brittany, quite across to Brest and Lorient; all rich, well enclosed with

hedges, well wooded, and very well cultivated. It is but a part of Brittany, not the lower part, but near Rennes, where the cultivation is poor, the houses miserable hovels, and the people ill clothed and slovenly; the great mass being the very contrary, a handsome, well-dressed, and industrious race, speaking very tolerable *Welsh* (as it is said!), and not much *French*.

The people here, and all over Normandy, speak good French. One hears nothing like *patois*, and few provincialisms. Nor is there any peculiarity of dress, except the women's caps, which vary, somehow or other, in every department, and are adhered to from grandmother to grand-daughter with a praiseworthy dignity; I must say, refreshing, after the hodge-podge of dress one sees at home among our poorer country classes, as well as in our towns; in fact, no dress at all, unless a dirty bonnet, of no shape in particular, stuck on the head for shelter, can be called dress. In a word, we have not a thing left in the land *picturesque*, and of an honest unassuming independence in this way; any dirty girl of all-work wearing all sorts of things, aping quality, when she can get it; an absurdity that the French working-classes would laugh to scorn, because so laughable, so incongruous. In this, and a thousand other things, I must say French women show great good sense, which is as much a dignity in the commoner walks of life, perhaps more so, than the somewhat assumed carriage and the more costly habiliments of refined society; so I will stick to my word dignity, even for an old applewoman, if I am put to it. It is in everything, and in nothing; it must be unconscious, and seems, in a word, to be the utter absence of affectation, and the very concentration of consistency, and the *fitness of things*.

As an instance of what it is, and *à propos* of an old applewoman, when I got to Carentan, which is a small fortified garrisoned town, we stopped outside the western gate in the suburbs for the mail to take us up (if there might be room!), at a right angle. As one is trundled out bag and baggage, without one word of particular explanation, I was at a loss what to do with myself for a couple of hours, not liking to leave my portmanteau quite out of sight on the *parcours*, where the coachy had kindly thrown it, and walked off.

In this sunny dilemma (for the day was fine), I sat me on the low wall close to the outer ditch or fosse of the fortress, kicking my heels, and watching my portmanteau and the unloading of an enormous two tuns of cider from a country-cart, backed into a cider-dealer's door hard by. These enormous casks certainly hold two tuns; perched on a platform on two wheels, and fastened by uprights, how it got there was a question—how the small horse dragged it, was another—how hodge and his boy were to get it down, was another! The obstinacy and clumsiness of a real French chaw-bacon is only to be equalled by his own horse. Thus they bawled and backed, and poked half an hour before they got the concern backed into the step of the door, through which the cider was to make its exit. They certainly did put their shoulders to the wheel, and called not on Hercules, awkward, and stupid as they were; yet in the end they wriggled it out, lifting the shafts over the horse's head as a lever, and so sliding it out, prizing it about with stray sticks and pieces of wood. To have brought a rope or a hand-spike with them was not dreamt of—not a bit of it.

They were a whole hour at it; but time is not of the least moment—, a grand secret, which gets rid of so many apparent difficulties and awkwardnesses we foolishly wonder at on the Continent. Now, all this time I had my eye on a country dame in the midst of her comforts, sitting at her stall with all the cool, quiet dignity of an installation at Westminster. What, forsooth, if she sold apples, and pears, and figs, and sour grapes, and that she held her stand at the city gate on sufferance!—her rights were sacred, I have no doubt, of long use. Could I have traced it, I am satisfied her great-grandmother had sat there, dressed just as she was, and would have sold apples to *Yorick*, had he travelled there to buy them, or grapes either, and would, besides, have taken no more notice of him than this good lady did of me all the while I sat on the wall close by her. No, she minded her own business. In this she had the advantage of me in dignity, most certainly; for I was not minding any thing in a useful sense but my portmanteau, which, by the same token, I slyly watched at a distance, as if ashamed of it. Something of this inferiority must have flashed across my mind, I am sure; besides that, I thought I might as well try her grapes or an apple, so I got off my wall, and touched my cap to her very respectfully, saying, "How do you sell them, *Madame*?" as I took up a bunch of her grapes. "O, mon Dieu, Monsieur, un sous; mais prenez encore, ils ne sont pas bien mûr." Giving a two sous piece, she was returning me my change; but "no," said I, "Non, *Madame*, je prendrai une pomme." "Tant que vous voudrais, Monsieur, merci!" "Merci! *Madame*," said I, and we fell into some little question and answer about the expected Caen mail-diligence; but not a question did she ask me of myself, and yet I must have been every way odd and strange to her. My Mackintosh and cap were decidedly foreign; why was I idling about there, as if dropt from the clouds? And yet, in the quiet way she raised her eyes to me and withdrew them, in the quiet propriety of her answers, and in the imperturbable thread of her knitting, which she went on with, she taught me something—something that most Englishmen want—a quiet self-possession; not the frigid, not the proud, not the cold, the affected, or the acquired, but the true, the unaffected. The French, high or low, beat us at this all to nothing. They *mind their own business* better than we do, though they often do not *do it* so well. I was so impressed with respect for this applewoman—aye, nothing but that—that for the soul of me I could not throw away the rest of the grapes while near her. They were too sour by half; but I feared as much to offend her pride by it as I should have feared doing an impolite thing to one of our own Duchess Dowagers; but the coach at length drove up, and I bid madame *bon jour*, to which she very graciously inclined her head.

O, twice-tedious two hours, lost at the gate of Carentan, the key fortress of the *presqu'île*, losing the fine day for seeing the country—observing nothing, observed of nothing—but the sentry, by the by, inside this outer gate, who once or twice eyed me, as much as to say "is that fellow coming in or not?—there's an outlandish foreigner for you!"

Although I had taken my place at the Granville bureau on to Cherbourg (as they said), yet I found that I had only been brought so far entirely on my own responsibility, to get on or not, as the chances turned up. So I fixed the conductor quickly about a place on, and by good or bad luck there was one vacant seat on the top in a *hinder* cabriolet; the coldest, worst perch I ever yet had the pleasure of partaking of in my

locomotiveness. All cabriolets are abominable, no matter how ; they catch the cold, wind, and rain, and shut out nothing but the view, if there is any : and yet have we adopted this French stupidity in our open carriages. Thus in a britchca you are burned by the sun, frozen, or wet through, just as the weather may be, and your legs cramped into the bargain. Our spoiled women talk of the air in them,—just as if air enough were not to be had in a chariot, or close carriage of any sort.

There was a great cattle-fair held close by. This whole country swarms with horse and mule dealers ; a different animal from our dealers, but quite as knavish and quite as coarse. These fellows rode by in groups, with their invariable sticks slung to the wrist, with the thick end, or knob, downwards. So too are they sure to tipple-wine at every house of call.

This horse-fair is held at Coigny, a small town near a canal, three or four miles north, which cuts through the centre of this *presqu'île*, and where there is a redoubt or *tête du pont*, on the direct Cherbourg road. Hereabouts the country is flat, with some small streams running into the Vire ; but might soon be closed, and shut out everything except an exceedingly cold wind, which cut my nose off, and froze me up into a mummy.

Beside me sat, or rather jumped up and down, a perfect *beau idéal* of *la jeune France*, with a young handsome foolish hartum-scarum head, a perfect study for a painter of those regular clubbed hair heads of the middle ages, so much the vogue just now. This lad smoked a German pipe incessantly, the glow of which and the smoke kept me alive in my torpidity. I was grateful for it, instead of muttering oaths as I did at the beastly cattle-dealers of the morning.

What a deal of nonsense this youth did talk to be sure ! I thought there was something unusually lively and dare-devil in his rattle, and sure enough he turned out a French Créole of La Martinique on his way back to his native island, after as much study of medicine in the Pays Latin in Paris as will most probably give him a title to practise among the Samboes and Quadroons.

Now, if we would embody *la jeune France*, here it is : All sane ideas unsettled, and upset roots in the air sprouting out with various atrocities—green in exuberant leaf—vices more vicious. Small depravities for flowers, taught each other, *en esprit du corps* ! Politics à la *Saint Simonien*. That is, divide all land, and houses, and goods, and women, among all these mighty fine young heroes, who have not a second shirt to their backs. Then, as to the strict atheistical and honourable moral principle, that will take care of itself—only beg, borrow, or steal all you can, and keep sub-dividing. The apparent fruit of all this is a *bon enfant*—smokes a great deal, talks a great deal, means no harm, and is indeed a very good fellow—for an hour or two outside a coach.

This lad Nature had done much for. What a pity he has been so spoiled, so perverted in the Faubourg St. Germain ! But it is impossible to be serious any longer with so diverting a *mauvais sujet*. What love adventures ! What extravagance ! What pure folly of all sorts ! What hardened stoicism, mechanically imbibed in the human shambles of the Medical School's dissecting haunts ! So much for a leg, a head, a trunk, a half or a whole, either sex—take it home with you—as meat is bought at a butcher's stall ! and left to the philosophical inquiry and discretion

of such mad youth ! Why, our young medical students are mere babes of grace—children of simplicity—compared with these *cutting-up* philosophers !

I did not lose sight of my juvenile *Docteur* till he was fairly on board a craft loaded with mules (for Maftinique), at Gherbourg ; but, as his pranks and ideas were amusing, I will venture to speak of him once more by and by ; meantime we trotted along, as cold as charity, in a *marchand de vin* !

• Of all trades in this world called honest livelihood, commend me to your gin and hot wine seller among ourselves, and your *marchand d vin* in France, as the most knavish and most immoral—most detestable in every way ; no man's friend ; teaching, luring to a wretched vice everywhere, and fattening on the beastliness of their besotted customers.

The lower French are very fond of dram-drinking as well as ours, and no mistake, though they may not get drunk quite so often ; indeed there is a sort of prudence in your French workman, who, nevertheless, will not pass a pot-house without his "*petite goutte*," or dram, the first thing in the morning. In the same way these conductors and postilions, though they will not give you time to get your necessary dinner when you stop for the purpose, yet will waste plenty of time on the road at almost every *guinguette* in succession, swilling their unnecessary drams, wrung from these retailers of fiery stuff called brandy, but no more brandy, in the proper sense, than is our gin, made from potatoes and apples and many grams, like the American or Irish whisky. This precious liquid, and cider (tasting like vinegar and water), regale the lower classes, and the middle ones too, in this part of France.

I was so befrozen, in spite of my young France's pipe, by the time we got to Valonges, that I made a sort of firm, and certainly a cool resolution, to travel no more than I can help on the Continent for the future ; but this resolution may be thawed, like a great many more good ones made according to circumstances.

Valonges is an old, neglected, poor town, in a fine level country : it has seen better days, and is still proud of a good many poor country gentry, or provincial *noblesse*, who live, or rather vegetate, in and about it. How poor, how still, how woebegone did its principal street, running to its large church, look ! A *marchand* with his hands in his pockets, here and there, stood at his own rickety door to enjoy his unique amusement, the arrival of the diligence—perhaps to get a sight of a Paris journal four days old, after it had passed through the small *cabinet de lecture*, and the hands of half-a-dozen heads of the most influential families—if at all political—if not, I'm sure a *sous* would be too much for them to pay for the reading.

*Nota bene*.—*Cabinets de lecture* (reading-rooms), in French country towns, exist with the least possible quantity of life essential to existing at all ; indeed, I am not quite sure there is such a thing kept barely alive at Valonges—no, I think I may venture to say there is not : and further declare, in the face of all our preconceived notions, that the French are, take them as a nation, the most incurious beings on the face of the earth, except perhaps the Chinese ; but it is much too cold to solve this curious question, or another—why they waited a whole hour here changing horses ?

[To be continued.]



## MILITARY GAMES AND PASTIMES.

In a former Number of this Journal we submitted a few practical remarks on the subject of "military games and pastimes;" we now beg to offer some concluding observations on this interesting topic.

Few months have elapsed since England has had to mourn the death of a Monarch, whose earliest days passed in scenes of war, caused him through life to have that love for the professions, both naval and military, which by his sanction and protection caused fresh lustre to shine on the recollection of the glories of the British forces. Britain now hails a youthful and lovely female Sovereign, and all bosoms swell with the anxious hope that she may be no less their patron. For such hope we have more than common reason, as one of the first acts after her Majesty's accession was that of expressing a desire that a review might take place, consisting of the household troops and those regiments of the line quartered near London, with the full intention that her royal person should appear in the very centre of her people, in the park of the metropolis, and that mounted on her charger, as did our Queens of olden time.

This desire, however, on the part of her most gracious Majesty, was, on further consideration, abandoned for the time, and that such was the case we cannot regret. The condescension on her part might or might not have been political—with such causes a soldier, as a soldier, has not or ought not to have any concern. His duty is to obey the command of his superiors; and in a free country like England, where a Sovereign is looked up to as a friend as well as the first in the land, we scarcely require such personal condescension of a Queen. Should she, however, appear before her troops, surrounded with the splendour and pomp of the crown, the effect would be as desirable as would her presence be hailed with delight. Where despotism reigns the pomp of the throne may be dispensed with—Englishmen ask not for such.

Thousands, however, were disappointed, both civil and military, who were hurrying to the great city: on the part of the former, that they might enjoy a military spectacle, a sight so rare in our dear little isle; and on that of the latter, that they might witness their youthful Sovereign inspiring by her presence enthusiasm amongst the troops.

With such a wish we cannot but join—as the revival of that war-like and chivalrous bearing and enthusiasm which would be engendered amongst the ranks, honoured by the frequent personal presence of their Queen, and which ought not to be lost sight of provided she appear in all the majesty of royalty, and not in the position of a general, would be invaluable, had it only the effect of rousing that "*esprit militaire*," which, if not national, would nevertheless be the means (and we know not how soon it may be required) of acquiring future glory for the arms of Old England. Still this is not to be obtained by a recurrence to the times of Queen Bess, the recollection of whom is sufficient for the Army of the present day.

As we have already mentioned, the intentions of her Majesty were

not fulfilled, and with the numerous reports circulated at the time of the why and the wherefore, we have nothing to do—sufficient that such review did not take place.

We are strong advocates for military encampments, reviews, pastimes, and all manly and soldierlike occupations for the Army in general. We do not, however, wish them merely to be considered as holiday sights to gratify the passing time, of idlers and loungers, although such pastimes and pleasures, in a temporary manner, are by no means unpolitical, nor are they without most beneficial effects. We wish them, however, to be placed on a much larger basis, particularly when honoured by the royal presence. They cause a relaxation for an hour or two to the thousands of the poorer classes, who, buried in their loathsome dens and narrow streets, are, by the hopes of a military spectacle, and more particularly by one graced with the presence of royalty, led to seek the fresh air of the parks. Such scenes induce hundreds, nay thousands, to leave the odious gin-palaces and beer-shops; money is distributed to obtain conveyances and dress to attend these displays; and, above all, the men of the Army have practical drill and manœuvring face to face with other regiments, when the natural "*esprit de corps*" would induce each to excel his neighbour, more particularly should their Sovereign be present; and the people of England would look up to their noble Army with a little more generous feeling towards them than is generally evinced.

We are fully aware that England is not considered a military nation; its situation as an island does not naturally call for such a standing army as of continental powers, particularly with our unconquered and unconquerable wooden walls to defend us. The idea, however, that military enthusiasm does not exist is absurd, otherwise we must attribute to physical courage alone those successes in war which the soldiery of England have ever been pre-eminent in gaining, and the prowess in battle which her sons have ever shown.

Be it so; then will the strengthening and keeping up this physical superiority over other nations cause in itself the moral courage, by far the most valuable, as always to be depended on, whether in the field of battle or in struggles of the mind?

In recent ages, personal prowess and vigour being rendered in a great measure unnecessary by the intervention of gunpowder, and the consequent revolution in all modes of warfare, the enthusiastic and warlike spirit of chivalry and personal feats of arms began to decline; and after the wars of the Parliament the pastimes of all classes, both civil and military, especially of the lower orders, suffered in a great degree. The recoil of the national mind, thus forcibly wrested from its natural bias, occasioned that burst of licentiousness and general demoralization which disgraced the return and the reign of Charles II., and in a great measure did away with the harmless pastimes of our labouring classes, driving them to seek criminal recreations, and to lounge idly and unemployed into every public resort for vice and drunkenness. Would it not be wise, therefore, in days like ours of civilization and enlightenment, to revive rather than seek further means to repress the innocent pleasures of the populace, and by every means to continue the chivalric demeanour of the standing army of the nation?

Formerly it appears extensive privileges were granted or allowed to the citizens of London, who had large portions of ground allotted to them in the vicinity of that vast metropolis, for such pastimes as were best calculated to render them strong and healthy. By denying these open and innocent recreations to the people we drive them, as we have already said, to places of amusement both enervating and vicious. So is it with the Army. The barrack canteen—nothing more than the most vile and detestable pot-house, where the worst and most poisonous liquor only is to be obtained—is the general rendezvous of all those who have money to spend or time hanging heavily on their hands; and is itself causing more military crime and military punishment than any other cause, be it what it may, that can be offered to the profession at large. It is true we are now at peace—may we long remain so—yet who can dare to tell what may be the course of future events? Let us therefore be prepared, or we may live to regret the day. The formation of camps near the metropolis, or in any part of England where troops could be collected at proper seasons of the year, would be highly instructive and beneficial to the Army at large. Let the force thus actively employed be ever so small, there is nothing like practical improvement.

The people of England for the time present are employed with railroads and other speculations, and we have no reason to regret that such are their undertakings; but let the war-cry be heard again, then will the forgotten soldiers of Wellington's army be the nation's children once more. But if theory, not practice, be found in the ranks, England may have cause to repent. The conqueror of Marathon and Lemnos, the hero Miltiades, was not forgotten by the Athenians. Condemned to death as a criminal, the people saved him, for his renown in arms had endeared him to the nation. They respected the broken heart even of one sacrificed to the law, for his military deeds. Has this been the case in our land? No! The hero of a hundred battles, the chief of Waterloo, was scoffed and insulted in his own house by the multitude for his political opinions when his services were no longer required. The Commander-in-Chief of a Mediterranean fleet, placed in that situation from his known bravery and talent, was wrecked on the rock of popular commotion: his life was sacrificed to an ungrateful populace, who, in time of peace, look upon the British arms as of nought. Let the war-cry once more be heard, and the standard of England unfurled for the battle, and what men will the Army be composed of? Will the cast-off refuse of the railroad-workers, who have spent their time and money in beer shops and other haunts of vice, be chosen to fill our ranks? Will the sickly mechanic, or the refuse of the metropolis, flock to our standard? If so, we may live to see that fame tarnished which for eight hundred years has blest our country with internal peace. Let us then hope that under the new reign, the sun of whose splendour already warms our hearts, the British arms may not be neglected.

In a turbulent or warlike age, the qualities of the body will be always more highly valued than those of the mind; for as strength and courage are then the only means of obtaining fortune and distinction, or of preserving them when won, the opulent would naturally prefer, even in their relaxations, such robust exercises as either bear a direct resemblance

to war, or qualify them to endure its fatigues, dangers, and hardships. It is well, however, that neither the one or the other, in themselves, both so valuable, should be lost sight of; those of the mind fortifying the profession with moral courage, those of the body with physical courage—the former most valuable, the latter never to be despised. Personal comeliness in the soldier, strength and agility, together with perfect horsemanship and adroitness in all his exercises, are the best qualities he can be expected to possess. But where practical knowledge of the professional exercises, is joined to the influence of enthusiasm, and that the mind is also cultivated as well as the body, and that the effects of idleness, drunkenness, and debauchery can be in a great measure dismissed from our ranks, by active employment in the formation of camps, reviews, and military spectacles, bringing the soldiery in frequent example with others of the same profession and of the public, then will the people of England be made fully acquainted with the splendour of their army.

Many of our military friends may be displeased at our thus publicly endeavouring to force upon them practical employment in the duties of their profession. If so, they never could have entered the service with that military ardour, enthusiasm, and application, from which alone, and more particularly in times of peace, they can never hope to rise to distinction. Look at, and read well, the Dispatches of the Duke of Wellington. What a mind was there! Bodily hardships, constant activity, unceasing diligence, and the most energetic employment, military knowledge, and foresight, gained by constant practical application in scenes of war and bloodshed, added to his mental talent a thousandfold. He lost no opportunity, whether in the field of battle or in country quarters, to improve his military genius and knowledge; and with such an example before their eyes, how much may be gained by military study. Yes, even mental study, as well as physical employment; as a proof of which, we must again recur to several reminiscences of the regiment to which our heart still clings with every hope for its welfare; and if one thing could induce us to dwell more fully on them, it must be the perusal of the admirable remarks made on the same subject in the leading article of the New Year's Number of this Magazine. For instance, we had a library, and a most excellent institution it was, consisting, at one period, of at least twelve hundred volumes. Consider what a relaxation to the mind of the idle soldier was here to be found. When on guard, instead of sleeping or smoking away the many hours his duty compelled him to remain, he had books to read which caused not only the hours to fly, but at the same time stored his mind with military and other anecdotes, which could not fail to make him a better and a happier man. Would to God the soldier could be thus taught throughout the Army to consider, that he is not the degraded man some would willingly suppose, but exert himself devotedly to his profession, both mentally as well as bodily, and the reward must be his! We had also a cricket club, into which none but the best characters were admitted; each member subscribed 3*d.* per month, and the club was allowed two afternoons in each week for the purpose of playing, besides other indulgencies; but on a member committing himself he was immediately discarded from the club. Theatricals were also carried on for four or

five years, and were a source of great amusement to the men, the greater part of whom attended the performance, which kept them from the canteen. This was supported by subscription amongst themselves, and had attained a great degree of perfection. And I must not here fail to mention the married soldiers' fund, for the purpose of assisting the families of such men as went into the hospital, who received 6*d.* per diem from the fund while the husbands were so situated. This fund was supported by the whole of the married men of the regiment, who subscribed 6*d.* each per month to it.

We may be thought egotistical in thus recurring to the merits of our old corps; if so, we must bow to the majority. In so doing, we only hope the discipline of that corps may be imitated. Our wishes will be fulfilled by the effect. The instruction both of officers and non-commissioned officers was admirable. As one instance, we had a system of catechism, wherein the officers were made acquainted with all orders and regulations of every description, together with the mode of official correspondence of the army, the discipline of the regiment, its interior economy, &c.; and the officers were frequently instructed in drill, by the means of a black board in the orderly room, on which the different manœuvres were traced, by the parties questioned with chalk. The captains were taught to command regiments in brigade, and the subalterns to perform the duties of adjutants and majors, by forming four or five battalions of ropes, the non-commissioned officers being also instructed by the same means. The recruits were made intelligent by a system of teaching them to be instructors at the same time they were learning their drill. This was done by the instructors at the time the men were permitted to stand at ease; and numerous other advantages of a similar description, one and all useful to a corps and the army in general.

There are many Colonels of regiments now in the army, and other officers of much professional skill, who only require the means and opportunity to bring their practical knowledge to improvement amongst the ranks; and we will here mention a case in point, and once more, as we did in a former paper, allude to the discipline of our own kind Colonel, who, though now unemployed, it will be our heartfelt gratification to see once more communicating his active and practical military knowledge to those under his command. For instance, even at midnight, we have known him order the "turn out the whole" to sound, when both officers and men have hurried on their clothes at the alarm, and hastened to the parade, where the regiment has been quickly formed, and marched at once into the country, as if prepared to face an enemy. It is true, such calls on their active habits might not have been over agreeable more particularly to those who had passed their evening in debauch, or over the wine-cup, as then the drunken soldier, who had managed to retire steadily from the canteen to his couch, there to sleep off the fumes of his excesses, was generally found unfit for the ranks, and consequently reaped the reward of his ill-doings. This system, however, could not be considered harsh, as the soldier and the officer are at all times liable to such calls; and if they be not prepared in times of peace, they may be found wanting when their services are more actively required by their country. We trust, therefore, that the admirable system of successive encampments, the good effects

of which so frequently have been noticed by the United Service Journal, may not be lost sight of during the present reign. They are successively put in practice by almost every continental power, although perhaps with a larger force than could be adopted in our own. The metropolis is, however, surrounded with admirable places for such military spectacles, within very moderate distances, as Richmond Park, Windsor, Blackheath, Mosely-heath, Bagshot, and many other places, where a considerable force might be collected; and in such instances, if our Royal Sovereign would deign to grant the sanction of her presence, surrounded by the royalty of her court, the enthusiasm and active employment inculcated amongst her troops may, should the day come for fresh feats of arms in their country's cause, add fresh laurels to their honour, and renewed glory to the Crown.

And even in the abundance of physical, there may still be found some leisure for mental employment; and, let idlers and drunkards say what they may, the more educated the mind the more moral and better the courage.

We must claim one more word in favour of the commanding officer whose discipline we have here commented on, not in the way of ostentatious flattery to a superior, for our duties are now those of a civilian, and he, we regret to say, is unemployed. His talents for command were, however, undoubtedly the means of bringing the corps under his command into the admirable order in which it may still be found, and his perfect system of justice, impartially enforcing at the same time the most rigid attendance to orders, the prevention of crime, the certainty of punishment when it was committed, together with the most careful selection of non-commissioned officers, brought the regiment, we feel assured, to the high state of perfection in which we left it—a proof of which is the fact of there being only 162 defaulters in a year in six companies of eighty-six rank and file each, and this in a quarter where wine was cheap, and every other inducement for men to misbehave.

H. B. H.

\* \* The foregoing paper, forming the sequel of a previous notice on the same subject, has been for some time in print, but has been necessarily deferred for want of room. The disturbances in Canada, which have since broken out, give additional weight to the suggestions it is intended by the writer to convey, and there can be no difference of opinion as to the propriety of encouraging military exercises and practical training amongst the troops.—Ep.

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## PETER PIVOT'S LETTERS FROM NEW BRUNSWICK.

## No. VIII.

ONCE more in our light shallops on the water! Of all modes of easy travelling, I know of none to be compared to the "*descent*" of a fine river in a birch canoe, with a swift current, fair wind, and an umbrella for a sail: shooting rapids with a velocity that excites, without alarming, those who are accustomed to observe the skill with which these frail but buoyant barks are conducted in safety, by the experienced Indian or Acadian, over the most dangerous currents.

A few hours brought us back to the Grand Falls; and our prows had scarcely touched the beach, when we jumped on shore, and, guided by the hoarse roar of the descending waters, stood, in a few minutes, in full view of the chief object of our visit to this distant part of the country. There is a wild grandeur in the frowning rocks, which rise like battlements above the Fall; and the absence of every trace of man\* inspires a feeling of solemnity that harmonizes well with the character of the scene. From a projecting rock, the eye embraces at a glance all that a painter would desire to include in such a picture: the wide unbroken surface of the lake-like river gliding smoothly forward to the cliff—its stupendous leap of eighty feet into the dark basin underneath—and the dense cloud of spray ascending slowly, until, like a silver canopy, it overhangs the pool.

As I gazed in dreamy wonder upon the sublime spectacle, with the loud din of the cataract in my ears, the wild legend of the native Indians rose, as it were, before me. Methought I saw the war-fleet of the hostile tribe descending the broad river, unconscious of the impending danger—the plumed warriors sternly urging on their barks to the conquest of the hunting-grounds of the *Milicites*, whose peaceful wigwams are pitched in the valley before them. In the leading canoe sits their deceitful and devoted guide—an aged sibyl of the hated race whose lands are to be seized when the tomahawk and scalping-knife have done their duty; a fiendish smile of exultation plays upon her withered face as she leads the destroyers to destruction, and sacrifices herself that she may save her nation. Now they are in the vortex—and a scream of triumph and defiance from the unrelenting crone announces the completion of her purpose, and that human arm can no longer stem the strong and rapid current that hurries them onward to their fate. Wild cries arise!—the crested warrior plies in vain his paddle, with muscular arm and desperate resolution—his voice is lost in the cataract's loud roar, as canoe after canoe is hurled beyond the precipice into the fathomless abyss, where fragments of the shattered barks, and the war-plume of the chief playing round the eddies of the pool, alone attest the deadly consummation of an Indian's devotion and revenge.

The Falls of the St. John have been rarely visited by Europeans; and, compared with the mighty cascade of Niagara, they sink, indeed, into insignificance: still is there much about them to please and interest the lover of nature, who will find a charm in their seclusion which he would vainly seek in the more crowded resorts of transatlantic lion-

\* Since I visited the Falls, a large saw-mill establishment has been erected there by Sir John Caldwell—detracting largely, I should fear, from the peculiar beauties of the spot.

hunters. The approach to them from Canada is difficult and fatiguing ; but we may surely hope that a point of such vast importance, in our line of frontier will not remain much longer inaccessible, but form, as it ought to do, a connecting post between the Canadas and the seaboard provinces.

At daybreak next morning we walked across the portage, half a mile in length, and launching our skiffs in the reservoir of the lower St. John, we glided forth into the stream to steal a last glimpse at the Fall, the rich melody of whose voice was borne after us upon the breeze—and its situation was long discernible by the thin vapour, which, in its ascent, seemed to throw a halo over the spot.

It is at this season that the American forest landscape is seen to most advantage : the trees have lost the rank luxuriance of their summer clothing—the soft but glowing tints of Autumn are now upon the leaves—and Nature has tinged her picture with a richness of colouring that mocks at imitation : here the bright scarlet and deep crimson of the maples are blended with the gold and yellow of the birch and beech, relieved and softened by the various hues and shades of the numerous firs and evergreens ; here, too, may be seen the stately grandeur of the pine contrasted with the drooping cedar, and the spiral spruce—while the blighted hemlock stretches forth its gaunt and wizzard arms to welcome, as it were, the coming storms of winter.

Holding on our smooth and gliding course, our canoes shot merrily along ; and soon after sunset we were again housed at Woodstock, having accomplished a distance of seventy-five miles—no bad specimen of canoe-travelling.

On the following morning, we rode to the American stockade at Bolton, a military post established by the general government, for reasons connected with the boundary question—whether as a demonstration in support of their claims, or, as has been affirmed, to prevent collision with the State authorities and people of Maine, I stop not to inquire—whose menacing aspect within twelve miles of the St. John might have awakened the vigilance of a government more jealous of encroachment, and more firmly resolved to maintain, at all hazards, rights, which are not only founded in justice, and strengthened by possession, but which involve considerations deeply affecting the strength and co-operative resources of our North American dominions. I would not be understood as attaching any undue importance to the eight million acres of land, valuable and well-timbered as it may be, included within the disputed territory ; but let any man cast his eye upon the map, and he will see that it forms a wedge, driven into the very heart of our possessions, which, if ever occupied by the Americans, must place our internal communications at their mercy. I will only add, that one of the best roads in America, specially named “The Military Road,” reaches to the very gates of this frontier post—and leave you to form your own opinion of the relative energy and foresight of the respective governments.

The execrable path we followed was rendered almost impassable by windfalls, or trees blown across it by the late gales. At one of these obstacles, a huge pine, that completely blocked the way, we found one of those waggons well stored with wares which are seen in all parts of the British provinces, draining the country of the loose cash in circulation. “I say, Mister,” said the Yankee pedlar, jumping from his seat, and doffing his coat ; “many more of them nice walking-sticks between this and Woodstock ?” and without waiting for an answer, he unbuckled



his axe, and set to work, with the dexterity of a practised woodsman, to remove the impediment. I could not help admiring the fellow's coolness and good-humour in the midst of difficulties that would have disheartened any one but a member of this itinerant brotherhood; so, dismounting from my horse, I lent my best exertions to the completion of his task. "Thank'ee, Mister," said my friend, on parting; "I reckon you'll meet none of them tarnation cross-cuts on our side of the line."

Near the frontier, we emerged from the forest into an extensive clearing on the face of a commanding ridge, within long range of the stockade, and, leaving our horses at Squire Bolton's tavern, we walked to the fort, and were received with great politeness and civility by the commanding-officer of the garrison, which was then composed of a wing of the 2nd Regiment of the Line. The stockade is formed of solid cedar timbers, driven closely and firmly into the ground, pointed at the top like palisades, and nine or ten feet high; in shape it is a parallelogram, without bastion, or cross-fire of any kind; and as a post of defence it is, in every point of view, contemptible: its chief utility must, therefore, be as a preventive to desertion. Within the enclosure there are a few brass guns, with comfortable barracks for 400 or 500 men, which are kept neat and clean—each mess having a kitchen, used also as a parlour, in addition to its sleeping apartment; but the arrangements of the latter are objectionable, the berths being fixtures, placed one above another, and, as formerly in our own Service, two men are allotted to each.

There is nothing very imposing in the appearance of American troops. Their dress consists of a short blue jacket, the skirts cut square, with white or other facing, wings, grey trousers, and a leather chako, with an eagle, the number of the corps, and the letters "U. S." upon it. Their field-exercise is a mélange of the French and English systems; their movements are loose and slovenly, but, like the French, they are taught to make their formations with celerity and precision; and pains are taken to render the men individually intelligent, and to make them good marksmen. The interior discipline, I should say, was faulty: a variety of vexatious punishments are resorted to, and their officers, generally, complain of the abrogation of the lash, which can be ill spared, with such materials as their army is composed of. The Government, however, has not been unmindful of that best species of discipline, which aims at the prevention rather than the punishment of crime, by furnishing occupation and amusement to the soldiers, and encouraging them to maintain a good character in the service. At this post there is a garrison garden, where the well-behaved amuse themselves, and delinquents labour as a punishment; while high pay, and the certainty of discharge within a definite period, with other regulations on this head, are all calculated to operate as incentives to good conduct. But with all this, it must be owned, that the men, generally, are of a bad description: many of them are deserters from the British Service; there are also Irish and other foreign emigrants, of the worst class; and the native Americans who are found in the ranks of their army are, with few exceptions, dissolute and idle fellows, who have lost caste among their own relatives and acquaintances. All are prone to desert; and it is calculated that, notwithstanding the precautions which are taken, upwards of a third of this small army of 6000 or 7000 men is renewed annually.

These desertions sometimes take place in parties; and an amusing instance of this kind was said to have occurred a short time previous to our visit here. A punishment drill-squad, in heavy marching order, were sent out, under a non-commissioned officer, along the Woodstock road, and when within a short distance of the frontier, the word "right about turn" was given; but the men, *mistaking* the command, broke into a trot, and never halted until they had crossed the line, when, turning round and wishing their conductor a good morning, they quietly pursued their walk to the nearest British settlement.

We returned to Woodstock in the evening; and at four o'clock next morning we were again gliding swiftly down the St. John in our canoes. It was a cold October morning, and we were quite benumbed before the bright sun arose to dispel the chill vapours which hung upon the water. His appearance as he rose above the wood-clad banks was truly splendid; and as he gained a greater altitude, no mirror could have reflected the passing scenery with more truth and softness than did the pellucid waters of the stream.

In the course of the day we noticed the dismal effects of several extensive conflagrations, an evil of frequent occurrence in these woodland regions. Nothing can be more bleak or desolate than these forests which have suffered from the flames: it would seem as if the torch of the destroying Angel had swept over the land in punishment of its transgressions!—the scathed and blackened stumps alone remain!—stripped of their foliage and branches, life is extinct, until prolific nature raises another generation from their ashes; but, from some inexplicable process, the new shoots are, in most cases, of a different species from that which has passed away: thus, where soft wood has been, hard wood will appear; and, on the other hand, the birch, beech, and maple, be replaced by firs of every denomination.

We again reached Fredericton soon after noon, having completed a distance of sixty-five miles!

#### NIGHT AND PORTABLE FIELD TELEGRAPHS.

Invented and arranged by Adderley W. Sleight, K.T.S., late  
Acting Master, R.N.

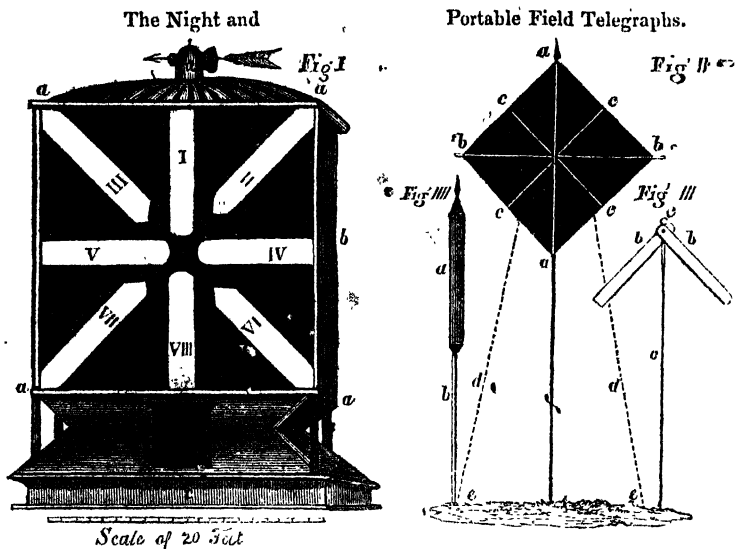
MR. EDITOR,—The favourable opinion you were pleased to confer on my "night telegraph" has materially encouraged me to solicit a place in your Journal for a small diagram illustrative of the principle of its construction and a brief detail of the several parts.

The importance of such a mode of night communication, and yet so simple, readily becomes manifest, while its utility, on many occasions, to her Majesty's Government, would be incalculable,—one of which, may I be permitted to say, at this moment presents itself in the present agitated state of Lower Canada. The vital consequence of an interrupted communication, even for a few hours, is not less obvious, which would be prevented by the comprehensible method I have invented: it consists of exhibiting one hundred and forty-seven distinct characters, visible by night at ten miles distant, changed and worked with the very greatest ease and rapidity by one man. During active operations while in Portugal and Spain, both afloat and in the field, I have witnessed on various occasions the fatal tendency arising from the want of a prompt and unerring mode of communicating by night. The idea of an improvement suggested itself to me, and the two accompanying telegraphs were the result of thought and

experience. The "portable field telegraph" is concise and useful, particularly in mountain warfare, where considerable delay invariably occurs in the despatch of orders to the varied positions of the forces in the field. It consists of twenty-seven instantaneous changeable characters, as described in the Sketches II. and III., and observable at three or four miles off.

I have the honour to be, Sir, your most obedient servant,

ADDERLEY W. SLEIGH.



#### EXPLANATION OF THE NIGHT TELEGRAPH.

(Fig. I.)—Erected on any building (as c.) proportionable in height to the elevation of the ground (a, a. a.) showing one face or plane of the telegraph, 21 feet square, composed of one inch plank, with eight apertures or limbs, as described by the figures from I. to VIII., each 10 feet long and 2 feet broad; (b) shows one side in perspective, 14 feet deep of three inch planks, (d) a dome, top, and ventilator. To the interior of each limb is attached a blind or shutter, on hinges, of any material impervious to light, and numbered as in Fig. I., worked by small lines or handles. Forty-eight moderate sized lamps and reflectors, suspended on a slender iron grated frame, in a line corresponding with each limb erected on the longitudinal centre of the interior or light room. The opposite face of the telegraph is a counterpart to the one shown in Fig. I., and an idea can be formed of the operation and simplicity of the several characters exhibited, by placing small pieces of black paper over one or more of the apertures represented in the diagram—the uncovered limbs will be the characters, of which 27 are formed.\*

#### DESCRIPTION OF A PORTABLE FIELD TELEGRAPH.

(Fig. II.)—Plane of black† bunting, 10 feet square, with angles perpendicular and horizontal, extended on a slender mast (a. a.), and yard (b. b.), which turns on a pivot in the centre, along the upper third of the mast, with buttons at ends (b. b.) A joint (c. c. c. c.) White direction lines, numbered from one to ten. (Fig. III.) An angle staff (b.) 20 feet long (b. b.) Arms of white linen 7 feet long, one foot wide, revolving on pivot and nut at (c); the application of which, at various angles, from acute to obtuse, forms 27 characters, observable at from three to four miles. (Fig. III.)—The telegraph angle staff, &c., enveloped in cover (a), weighing 40 lbs.—(d. d.) and (e. e.) shrouds and pins.

\* The models, keys, and vocabularies of all the characters formed on the above telegraphs are presented to the "United Service Museum," through Major Shadwell Clarke, K.H., F.R.S., &c.

† The plane may be white and arms black, as occasion may require, in reference to the nature of the ground.

## FOREIGN MISCELLANY.

## HUNGARY.

## THE HARAS OF MEZÖHEGYÉS.

This stands at the head of the numerous establishments in the Austrian dominions for the improvement and increase, as well as propagation, of good breeds of horses. It is situated near Bâbolna in the county of Komorn, and was formed upon the plans suggested and carried into execution by the late General Count Hoditz, and his colleague, Major-General Von Csekonicz, in 1795. The extensive royal domain of Mezöhegyés has been united with four adjacent properties for the purposes of this institution, and they afford a level expanse of 57,590 acres of rich land, completely isolated by a deep, broad ditch, which runs entirely round it. A plantation, between sixty and seventy feet in depth, encircles it on all sides; and within this spacious area are woods which cover thirteen hundred acres of ground. The establishment is supported by the produce of the arable and other cultivated land within its own bounds. Its original complement was 188 full-grown stallions, 6000 young horses and mares, 4000 geldings, 6000 young geldings and mares, and 496 draught and riding-horses; the whole number being 16,684. 600 draught-bullocks were also kept. 360 ploughs are employed on the property, one-half drawn by horses, and the rest by bullocks. But it is no longer kept up, as formerly, for the supply of remounts; the feeding in open pastures having been found to deteriorate the quality of the horses, and induce diseases among them. Its present object is confined to rearing stallions of choice breeds, which are sent to the provincial depôts for general use; 2000 of them are now maintained at the establishment, besides 1000 mares, geldings, &c. The government advance 118,000 florins (about 15,500*l.*) yearly towards its support, and are repaid by the sale of 150 stallions, which are sold to the provincial breeders at 10,000 florins each (about 916*l.*), as well as by the value received for horses required for remounts. Every other expense is defrayed out of the produce of the hara. For the latter purpose it is divided into two departments, the breeding and the agricultural branches. The buildings form four large quadrangles, the principal of which contains the residences of the commandant and officers in attendance upon him, and the chaplain, and the chapel and offices for business. The opposite quadrangle is appropriated to the remaining officers attached to the institution. On either side of both quadrangles are the stalls for the stallions, each set containing 104 of them. The other two quadrangles are composed of barracks for the remainder of the *personale*, and contain also stalls for the remount horses, besides lock-up houses for carriages, waggons, &c., and harness and other rooms. One of them has accommodation for the foals in winter, and an infirmary for sick horses.

## HANOVER.

## NEW ORGANIZATION OF THE CAVALRY.

By general orders of the 10th of December last, the King has directed, that, from the first of January following, the cavalry shall be composed of eight regiments, each of them to consist of three squadrons; namely, 1. The Garde du Corps, which formed the first division of the former Garde du Corps. 2. The Cuirassiers of the Guard, which formed the second division of that corps. 3. The Hussars of the Guard, formerly the first division of the first regiment of Royal Dragoons. 4. The Queen's Hussars, formerly the first division of the second regiment of the Queen's Dragoons. 5. The First Regiment of Royal Dragoons, formerly the second division of the first regiment of Royal Dragoons. 6. The Second Regiment of Life

Dragoons, formerly the second division of the Queen's Dragoons. 7. The Third Regiment or Duke of Cambridge's Dragoons, formerly the first division of the third regiment of the Duke of Cambridge's Dragoons. And 8. The Fourth Regiment or Prince Royal's Dragoons, formerly the second division of the third regiment of the Duke of Cambridge's Dragoons. The whole corps of cavalry is to form two divisions and four brigades. Its new organization has occasioned a general promotion throughout the corps.

## RUSSIA.

### THE SIBERIAN EXILES.

The Russian Government have recently published a small pamphlet, entitled "Statistical Notes on the Criminals in Banishment in Siberia." To this tract we are indebted for the subsequent memoranda:—"On the 1st of January, 1833, the number of criminals in Western Siberia amounted to 23,921 males, and 6873 females; while those in Eastern Siberia amounted to 42,675 males, and 8589 females; the total number of the exiles, therefore, was 83,058. In the course of the year 1833, 7884 of both sexes, and in 1834, 10,975, were added to the number; so that, at the close of the last-mentioned year, the sum total would appear to have been 101,917. By reason, however, of death and desertions (for the number of deserters throughout Siberia who find a safe hiding-place in the measureless steppes of that quarter of the globe is not less than 2000 a-year), the actual number of exiles on the 1st January, 1835, was reduced to 97,869; namely, in Western Siberia, 31,797 males, and 8942 females; and in Eastern Siberia, 46,898 males, and 10,942 females. Among these, the number of settlers appertained to agricultural occupations was 58,026, and of those condemned to hard labour (called Katorshme), 9667. Kasan is the province which furnished the greatest number of exiles, namely 206; and the provinces of Archangel and Olonetz the least, namely, 9 only. The worst class of offenders, including state-criminals in particular, are sent into the most northerly regions, or else into the eastern, in the vicinity of the Frozen Ocean. The offenders exiled for slighter crimes are located in the western or southern parts of Siberia, especially in the province of Tobolsk, which enjoys a much milder climate, and is in a more advanced state of civilization than any other portion of this extensive region. They are allowed as much liberty as can consist with their condition, and are left to make their own domestic arrangements with little let or hindrance. There are numbers among them who at an earlier period of life held a distinguished place in civilized society, from their rank, birth, and education; but in their banishment, they have had the firmness to banish their once luxurious mode of life from their memory, and wed themselves to the simplicity of Siberian manners and customs. Having been compelled to adopt them by stern necessity, there are many who have freely acknowledged that the habits of the natives, who are either Cossacks or peasants, are far more endurable than they could have imagined.

The offspring of intermarriages between exiles and women of the country exhibit no trace of their European descent, and do not betray any marks of the western blood which flows in their veins. This accounts for the Russian exiles of noble blood, who derive their subsistence from husbandry, the chase, and other resources, having become so completely amalgamated with every other class, as to be as little distinguishable from the rest of the population as the descendants of the Tartar princes, who also form a portion of it. The latter have remained true to Islamism, and are anxious to retain their national usages as pure and intact as possible; to this day, therefore, they keep themselves together in separate slobodes or hamlets, and their employments have all a reference to their own peculiar wants. The German exiles, on the contrary, have departed in an essential degree from their native habits, and have shown their wisdom by adopting the

customs and mode of living prevalent among the great mass of their Russian fellow-subjects; in respect of their religious tenets, however, they have adhered with exemplary constancy to the faith of their forefathers, not so much, indeed, to that which prevails at the present day, as to the simpler and more patriarchal usages of remoter times. The Russian Government eulogize them for surpassing all the other classes of exiles in industry and energy, as well as peaceableness of deportment. The Jewish exiles have withstood the influence of the circumstances which surround them, with remarkable tenacity: they have lost none of their olden nationality which so peculiarly distinguishes them, and are much esteemed by the other inhabitants, who appear more ready to render them kind offices than in any other part of Russia. These Jewish exiles are classed by the Siberians among the Germans, as they speak no language but theirs.

#### EGYPT.

Dr. Veit, who is on a mining expedition to Upper Egypt, describes the hospital at Chartum, in Sennaar, from which his letter is dated, in these terms:—"The places into which the sick are stowed are a collection of cow-stalls, where the poor creatures, who are in great numbers, are laid at their length on the bare ground. The medical attendant is an ignorant fellow of a Frenchman, who came to Egypt as a common menial on board of a ship, but has worked himself into the situation of apothecary to the Pasha. The sick have no food but black bread. The garrison of this place is composed of negroes, officered by Turks. Recruits are obtained by what are called hunting excursions in the districts of the Upper Nile, during which villages are destroyed, and every male capable of bearing arms is carried off without mercy."

#### ALGIERS.—THE FRENCH ARMY.

[Continued from p. 102.]

The *Bataillons d'Afrique* were established by a Royal Ordinance of the 3rd June, 1832, and are composed of recruits consisting of individuals, whom court-martials had sentenced to undergo punishments not reputed infamous. There are at present five battalions of this description of force, who wear the same uniform as the French light infantry, with this one exception, that the buttons have a star instead of the number of the regiment on them. This corps is a very pest to the whole country, for it is a combination of ragamuffins cast out by the mother country, as well as a *cloaque* through which the French army is drained of its worst elements. It will be readily imagined that their presence in Africa is anything but acceptable. The colonists' gardens in particular are severe sufferers by the quartering of these "Zephyrs," as they are nick-named in their neighbourhood: unless the owner watches his turnips and cherries night and day, he may be sure that they will be cropped for him by these marauders. The number who volunteer for the corps, a happy receipt for the offscourings of the military dungeons in their native land, is so great, that no alternative is left but to draught off such as have conducted themselves properly for six months into regiments of the line. It follows, as a matter of course, that no such thing as an *esprit du corps* can be engendered among them: the only spirit they possess is a bad one, for their ranks are cleared of all that is good in them. Happily their officers are excellent; they go quietly, calmly, and firmly to work, acquire the respect of their men, and are enabled, by this means, to elicit useful service out of these wretched materials. In fact, it is impossible to deny them the merit of energy, gallantry, and reckless daring; and a set of bolder or more dashing fellows cannot be found where some perilous *coup de main* is to be achieved. There is not a General in Africa who would refuse them this meed. Clausel himself, when before Constantineh, and consulting his officers as to the selection of troops for the storming party, in case he had effected a practical breach on

burst the gates, said—"I give the first post, to the *Bataillon d'Afrique*; they fear neither the devil nor death himself."

The *Tirailleurs d'Afrique* consist of the remains of the Auxiliary Legion raised at Pau for service in Spain, but afterwards dissolved. The majority of the men were French volunteers, who belonged to the regiments in Africa, and particularly the *Bataillons d'Afrique*; the remainder were foreigners who had deserted their own ranks. The French, on the dissolution of the Legion, were sent back to Africa, and there formed a new corps called the *Tirailleurs d'Afrique*, of whom there are at present two battalions embodied. The foreign soldiers were dismissed and had leave to return home, but the greater part of them enlisted for the new foreign Legion in Africa. The *Tirailleurs* are wholly composed of Frenchmen, and have now been about ten months in Algiers; too short a time for affording any evidence of the spirit or value of the corps. They labour, however, under this disadvantage, that they landed without any but a bad character to lose.

A.

### ABYSSINIA.

The invasion of Sennaar, a country now under the sway of Mehemed Ali, which has been recently made by the Abyssinians, recalls to our recollection some circumstances connected with the progress of military science in that remote quarter, which, we believe, are not generally known. Some years ago, two Lieutenants in the Würtemberg Service quitted their native country for the purpose of seeking appointments under the Pacha of Egypt. On their way thither, one of them threw himself into the sea; the other, however, reached Alexandria in safety, but could not meet with any one to take him by the hand, and journeyed, therefore, southwards; though with such slender means, that he reached Abyssinia in a wretched state of destitution. Here his talents have raised him to the highest distinction; and he has the command of the whole army for the purpose of remodelling and disciplining it on the European system.

He is in the prime of life, full of fire and activity, and quite the kind of man to encounter any obstacle that may stand athwart his way. He is possessed of extensive acquirements, and has more experience in everyday life than most of his elders. He originally studied divinity at the University of Tübingen, in Würtemberg, where he was a pupil of the Protestant Seminary; but this being too narrow a sphere for his active mind, he made his escape from it in company with two fellow-pupils, and entered the French Service. Here, however, he soon became so disgusted with the coarse treatment he experienced, that he deserted, and found his way through Belgium into Holland, where he had the mishap to be arrested by the gendarmerie. In his flight he had been stopped, while crossing a bridge, by an agent of the police, of whom, however, he contrived to rid himself, by suddenly taking him up in his arms and flinging him over the parapet. He was conveyed from Holland back to Würtemberg, and forced to serve in the ranks. In this station his conduct was so exemplary, that, at the end of three years, the King presented him with an officer's commission. Promotion here was so little correspondent with his expectations, that he speedily resigned his post with a view to roam in quest of some more favouring gale.

Fortune has at last smiled upon him: so, at least, we may infer from the circumstances of his having told some brother-officers, when he took leave of them, that they would not hear from him so long as things were adverse; but, on the other hand, tidings would be received from him whenever the sun shone kindly upon him. His first letter has lately come to hand, and is dated from Abyssinia.

The name of this soldier of fortune is Kielmeyer, and his parents are living still at Würtemberg.

## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*The Busaco Controversy—Major Mackie in reply to Sir John Cameron  
—Communication from Major-General Charles Napier.*

MR. EDITOR, Lieutenant-General Sir John Cameron, in your Number of the present month, while attempting to meet the force of the evidence I have brought forward to rebut the statements, founded in error, which had been furnished to Colonel Napier by himself and others, has expressed himself to the following purport:—

“Now, Mr. Editor, I am sure you will agree with me, that the services of the fifth division at Busaco are sufficiently understood by your numerous readers, and that my unnecessary, though very natural remark, on General Picton, has brought down upon me the most unwarranted animadversions, and those from an officer who could have seen nothing of what occurred, and whom, therefore, I consider, totally incompetent to censure those who were eye-witnesses and actors in the scenes which I have been describing.”

Let me here, Mr. Editor, remind Sir John Cameron of the precise nature of the remark referred to:—

“There is no doubt,” he observes in his letter to Colonel Napier, “General Picton left his right flank exposed; and if assistance—and British assistance, too—had not come to his support, there is no doubt he would have cut a very different figure in the Gazette to what he did that day.”

Now, Sir, I appeal to yourself, and to your readers, if this be not a charge of the most serious kind, as it affects the memory of Picton—a charge, in a word, of downright incapacity, and that, unsupported by any proof whatever. This charge may be, as Sir John observes, a very natural one for him to make, though why it should be so he best can tell; but while I cordially agree with him, that it is altogether unnecessary, I further maintain that it is exceedingly unjust. In proving this to be the case, and in resisting the attempt to strip General Picton—and as, in that case, must necessarily follow, the third division likewise—of the honours they have so long enjoyed, and who, according to the expression of Colonel Taylor, again quoted by Sir John, it must then follow are now “wearing the laurels to which others are entitled,” I appeal to your readers if I am justly liable to the charge of having shown any discourtesy towards Sir John. Might I not, with some reason, retort the charge upon himself? As to my having seen nothing of what relates to the subject of discussion, and being, therefore, as he holds, incompetent to censure those who were eye-witnesses and actors in the scenes described,—with all due deference, I beg leave to inform Sir John Cameron, that, from daybreak to the termination of the battle, I was on that face of the Serra fronting the enemy; that, at the time, I spent nearly a week upon that portion of it which was the scene of action; and having again traversed and re-examined the ground, two years after, I may venture to assert that I know the localities fully as well—nay, from the palpable mistakes into which he has fallen, I hesitate not to say much better, than himself. In behalf of the many officers who corroborate my views of the subject, as well as for myself, I claim the capacity of seeing what came under our own immediate observation, and, consequently, the right to censure and expose the inaccuracy of statements, and the fallacy of conclusions, which are disproved by cir-



circumstances taking place on the scene of operations, where, undoubtedly, we were both eye-witnesses and actors.

In commenting on the inference which, in a former paper, I had drawn from the comparative losses of the fifth and third divisions, Sir John goes on to say:—

“The object of this comparison was, of course, to depreciate the services of the former division—and, certainly, if services are to be considered more or less important according to the degree of chastisement inflicted by their opponents, those of the fifth division upon this occasion sink into mere insignificance. This is not, however, I presume, a true and just criterion by which a military man of any experience would judge of the comparative merits of the conduct of troops in action. To enable him to form a correct estimate, he would naturally ascertain the shape in which the enemy advanced, which of the contending parties had the advantage of ground, and the means taken to resist the attack; for unless troops are fairly brought up to their work, disorder and loss of life must be the consequence.”

I might, Mr. Editor, have passed over in silent gratitude the trouble which Sir John Cameron has here taken to enlighten my ignorance as to what “a military man of any experience” should look for, or expect, in cases of the kind; so plain, however, so obvious is the inference he has drawn, making the observations otherwise so totally uncalled for, that, but for the disclaimer with which they are accompanied, I should have been led to conceive the paragraph an attempt upon his part to blow away by a side-wind those laurels which some are presumed to have no title to wear, that they might be handed over to the rightful owners.

But for the disclaimer in question, it might have been considered that Sir John had meant his readers to draw the inference, that the troops of the third division had not been “brought fairly up to their work,” to use his own expression, and, consequently, were thrown into confusion, thus accounting for the greatness of their loss.

That none of your readers may be led by his unguarded language into this mistake, I take leave to assert, that no troops ever were “brought up to their work” in better style, or stood their ground in a more manly manner, or fought more bravely, to the complete discomfiture of a gallant, numerous, and determined enemy, than was the case that day with the troops of the third division.

Yielding, as they did, in courage, discipline, and experience in the field, to no division of the Peninsular Army, it is no disparagement to the fifth to say, that the third were, in these respects, every way their equals. But where two bodies of equal discipline and equal courage, led on by officers of equal merit, have in any action adversaries of the same description to encounter, and when the one suffers a loss of twenty-two officers and three hundred and nineteen men, the other of only two officers and forty-five men, it surely requires but a slender stock of “military experience” to draw the inference which I have done, supported, as it is, by other evidence, that the burden of the conflict must have fallen upon the one, little, comparatively, devolving on the other, however well it may have done that little.

Sir John, indeed, endeavours further to weaken the force of this inference by saying—“It appears extraordinary that the simple charge down the hill, related by Major Mackie, should have occasioned such severe losses,” and requests to be favoured with “*quelques éclaircissemens*” on the subject.

Had Sir John taken the trouble to peruse a little more carefully the several papers inserted in your pages, he would have found that the brilliant charge referred to was not the only service rendered by that corps. He would then have seen, among others, that circumstances had enabled the enemy to establish themselves at the commencement of the action upon

the left of the position of the third division, whence it required no ordinary efforts to displace them. How this was effected by the 88th and 45th, is well known to most of your readers; and, in corroboration of the inference which he endeavours to overthrow, I may here inform Sir John, that in dispossessing the enemy of the rocks where they were here established, one company of the former regiment had eight men killed, being only one less than the whole number killed of the fifth division. The hard fighting, which is so well known to have fallen to these and the other regiments of the third, will, to the minds of most men of "any military experience," reasonably account for the greatness of the loss they sustained; contending, as they did, against such superiority of numbers, without having recourse to the alternative suggested by Sir John, that they may have been unduly exposed, and left unprotected through the incapacity of their General, or badly "brought up to their work" by their own immediate commanders,—men, Mr. Editor, who, it is no more than justice to say, on that occasion, as well as previously, and at all after times, evinced the possession of every quality, both of head and nerve, which can be required of those entrusted with such a charge.

How, on the other hand, the fifth division, brave and well disciplined as we may admit they were, could have attacked and overcome a "powerful column of the enemy," and such an enemy, ensconced too in rocks, and having therefore every advantage of position, with a loss so inconsiderable as they actually sustained, might well excite surprise. I should conceive there are but few men whose military experience could furnish a parallel to such a circumstance. Sir John Cameron may, perhaps, be able to oblige your readers and myself with "*quelques éclaircissemens*" upon this point. Meanwhile, as his last attempt in this way has, with one single exception, for which I have to thank him, tended rather to obscure than to throw light upon the subject, he will perhaps excuse me for noticing one or two of his observations, and for pointing out how the questions at issue are affected by them. "The observations I made," says Sir John, "on Gen. Picton related solely to the critical situation in which we found his division at the moment when General Leith came to his support, an event which rescued his right flank, then completely in the air by the overthrow of the Portuguese troops, and at the mercy of a powerful column of the enemy, which had established itself at that point."

In answer to these observations I must remind Sir John, that in thus begging the question at issue, he has made a series of assumptions not only gratuitous, but in direct opposition to facts. By competent testimony I have already proved that Leith's affair was not to the right of Picton's division; but at a point intermediate between his right and left flanks. While upon that part of the ridge at the pass of St. Antonio (undoubtedly the right of Picton's battle line) were concentrated, the 74th Regiment, the right wing of the 45th Regiment, three companies of the 60th with some light companies of the division under Colonel Williams, also a Portuguese Brigade consisting of their 9th and 21st, together with the brigade of Portuguese guns under Major Arenchida no portion of which were ever driven from their ground, and where the enemy never were established. With regard to the 74th, I have to remark that they were not stationed far down the face of the Serra, as supposed by General Cameron, but merely sufficiently in advance of the guns to admit of firing over their heads, and every one acquainted with the nature of the position at this point must be aware that the declivity of the mountain is such that troops might have been placed in perfect security twenty yards from their muzzle.

While this is sufficient to show that Picton's right was never turned, as a further proof, if any more be wanting, that it was not in the slightest danger at the time, it is what is stated by Picton in his letter to Lord Wellington, that when General Leith's Aide-de-camp announced to him

the approach of the 5th division, he told him that he had no occasion for their services at that point, and directed them to proceed to the left.

As to what General Cameron observes relative to Arenchild's guns being relieved by those of the Lusitanian Legion, by order of General Leith, in consequence of "the ammunition of the former being expended," I cannot but feel indebted to Sir John for this strong though unintentional corroboration of the important fact substantiated by the positive testimony of so many others, namely, that the affair of Leith had no relation to the earlier and more arduous business of the day, but unquestionably to a later, and, as Picton has expressed it, and as it would appear from evidence, also to a feeble effort of the enemy. How could Arenchild's ammunition have been found expended, unless the battle had been raging, and that for hours, before Leith approached the position of the third division?

What I have here stated, along with the evidence formerly adduced, must, I am sure, have convinced the whole of your impartial readers, that whoever those may be who have found the missing laurels of the fifth, it is not the third division that wear them. Whether the "*éclaircissements*" which I have so fully given shall be equally satisfactory to Sir John Cameron, is, Mr. Editor, a very different question.

WM. MACKIE, Major 88th Regt.

Army and Navy Club, 12th Jan., 1838.

MR. EDITOR,—In compliance with the desire expressed by Sir John Cameron in your last Number, namely, to have further information about the 88th Regiment at Busaco, I send you the following letter.

For obvious reasons, I did not think fit to use it in my own controversy; but there is no reason why it should now be withheld.—I remain, Sir, yours,

W. NAPIER.

Jan. 16, 1838.

I do not think that either Wellington or Beresford could have seen the charge of the eighth Portuguese Regiment at the battle of Busaco. I stood about two yards from these Generals at the time that this charge was supposed to have been made. Lord Wellington, seeing that the head of the French column had crowned the height, ordered up a gun: this marks the spot of which I speak. At this time the 88th was engaged with the French column, which was about sixty yards distance from it. We saw the French officers trying to make their men deploy, but in vain, for the fire of the 88th was very destructive, because the ground formed an inclined plane, at the lowest part of which stood the British regiment, and therefore every shot told, not a ball passed over the head of the enemy who stood above them upon the ridge. I observed to the present Admiral Napier, who was on horse-back at my side, "How gallantly that regiment fights!" Some said it was an English regiment—others that it was a Portuguese regiment; no one could clearly distinguish, because of the smoke and the distance. At this moment I was wounded, and lost sight of the charge which I heard that the 88th Regiment *then made*. I was almost immediately carried in a blanket along the rear of the position to the convent, which was towards our left, and met Lord Wellington returning from *the left* of the position, he having been on foot near the gun at the time that I was wounded. These circumstances are marked in my memory by the fact, that, on passing the Commander-in-Chief, and unable to speak from the ball having broken my jaws, I waved my hat to congratulate him on the enemy having been driven down the height, of which I had just heard. He drew up and asked who I was, for my face being disfigured with blood, he did not know me. These three facts, viz., 1st, the conversation which took place about the 88th; 2nd, that I was standing behind Lord Wellington when I was wounded; and, 3rd, that I shortly after met him coming from *the left*, nearly prove two things:—

First,—That the distance of the place where we stood from the 88th Regiment, added to the smoke, made it impossible for any one among us to see the charge of the 8th Portuguese, for no one could distinguish whether the 88th, which was nearest to us, was a British regiment dressed in red, or a Portuguese in blue!—we formed a group, and many of this group had remarkably good sight. Lord Wellington and Marshal Beresford were on foot; and though we stood a little higher than the 88th, we were not higher than the smoke, and could neither see over the fire of the 88th nor through it. Besides, the right wing of the 8th Portuguese Regiment was not only on the other side of all this smoke, but it was also at a great distance; for the left flank of the 88th was above 300 yards from the place where Lord Wellington stood. To this must be added the fronts presented by the four British regiments, viz., the 88th, 45th, 9th, and the Royal Scots, and the left wing of the 8th Portuguese. All these distances, together with the intervals between the regiments, must have placed the right wing of the 8th Portuguese at about three quarters of a mile, or more, from the spot on which Marshal Beresford stood, the greater part of the intermediate space being filled with fire and smoke; which makes me assert, that from where the Duke of Wellington and Marshal Beresford stood *no one could have seen the charge of the 8th Portuguese.*

Secondly.—They answer the question, “Was it at this moment that the charge was made by the 8th Portuguese, returning from which charge Douglas says he met the Duke of Wellington, who shook hands with him?” I say it was at this moment, because not about twenty minutes or half an hour could have elapsed, between my being wounded when near the Duke of Wellington and my meeting him returning from the left of the position, and he was not then galloping. When I fell from my horse, the charge *had not* taken place; when I met him, it *had* taken place; and the interval of time between these two circumstances was not sufficient for him to have gone from the spot where he stood, where I was wounded, to the right wing of the 8th Portuguese, then have spoken to Colonel Douglas, and after that away to the light division on the left of the position, and then leisurely back again to the place where I met him, when I was carried from the field. Besides, I was told immediately after this, that he rode from where I met him to the 88th Regiment. Now, if Lord Wellington did not congratulate Wallace till *after he had been to the left*, and ascertained that he had gained the victory, it is not very probable that he should have previously passed the 88th unnoticed, to shake hands with the commander of the Portuguese regiment, and then re-pass the 88th still unnoticed to go to the left, as he *did* see the gallant conduct of the British regiment, and *did not* see the conduct of the Portuguese regiment, which I certainly understood at the moment not to have been praiseworthy, for it was asserted that Douglas and Birmingham had been left nearly alone by their men, notwithstanding their own personal bravery. It was, with regard to this regiment, quite the old song—

“Some say they ran away—others say nay;”

but everyone agreed as to its having been broken.

If it be asked how I, being wounded and carried to the rear, could hear anything of these matters, I answer, that, being laid in a small chapel of the convent, I heard the different reports brought by several officers who kept dropping in from the fight. They were congregated in the next room to the chapel, and a large circular arch in the wall enabled me to hear all they said relative to the battle, which I, of course, listened to with great eagerness and attention, and their praise of the personal conduct of Douglas and Birmingham, and also another officer whose name was not known to them, as contrasted with the conduct of their battalion, was particularly impressed upon my mind, both the above-named officers being friends of mine; but as far as I can recollect at this distant period, their observations applied more to the wing under Birmingham than that under Douglas. I

therefore think, 1st, I may say, that Lord Beresford must be mistaken in supposing he was actually an "eye-witness" of the charge made by the 8th Portuguese Regiment, a mistake easily made when a man hears of and sees so many events all occurring almost simultaneously; 2nd, that Lord Wellington could not have shaken hands with Douglas at so early a period as the latter imagines, and *then*, not in consequence of any charge that Lord Wellington *had seen*; yet I do not mean to dispute the good conduct of the 8th Portuguese because *I saw* nothing of that corps, and as regards it I speak entirely from hearsay.—Yours, &c.

C. NAPIER, Major-General.

Caen, 27th July, 1836.

*Captain Jebb, late 3rd Dragoons, in Reply to Colonel Napier.*

MR. EDITOR,—In reply to Colonel Napier's letter, published in your last Number, I beg leave to state that Colonel Napier's first proposal (*viz.*) "to insert in his sixth volume an abstract of Colonel Clowes's statement, and to expunge the word *immediately*," did so far suit the views of Colonel Clowes and his friends, that had Colonel Napier complied with their wishes for a copy of the proposed abstract, it probably might have given them satisfaction; but this being denied them, as also a copy of Colonel Brotherton's counter-statement to that which Colonel Napier had communicated to him as "having received from Colonel Clowes; Colonel Clowes and his friends not being able to form an opinion of what they were not permitted to see, could not possibly judge how far the intended insertion might meet their views.

That being deprived by death of the corroborative testimony of Generals Le Marchant and Victor Alten, and Colonels Hervey and Osborne, who, if living, would, Colonel Clowes feels confident, have most willingly come forward in support of his statement, the following letters have kindly been afforded, which I feel satisfied will so far confirm that statement, as to show that the retreat of the 3rd Dragoons was not *immediate*, and that they were not driven back until they had effected the object on which they had volunteered their services.

I remain, Mr. Editor, your obedient servant,

D. J. JEBB,

Cheltenham, 25th January, 1838.

Late Capt. 3rd Lt. Dragoons.

P.S. On the part of Colonel Clowes I beg to offer the same permission which Colonel Napier offers him, *viz.*, to publish the correspondence between them.

"DEAR JEBB,—You ask my opinion of the conduct of the 3rd Dragoons on the passage of the Guarena river in the month of July, 1812.

"I am ill disposed at this distant period of time to enter on the subject. I feel it a duty, however, due to a gallant regiment to repudiate my repugnance, and to state what I verily believe to be accurate.

"The cavalry on that occasion, under the command of General Victor Alten, was susceptible of a better formation.

"The attack was vigorous, but wanted force.

"On the necessary retrograde of the 14th and Hussars, the 3rd Dragoons advanced with success; but being overwhelmed by the fire of a large body of infantry, and menaced by cavalry, it became a duty to retire as other troops did.

"The services of the three regiments were brilliant and important; and I am disposed to entertain an impression, on their bold countenance the safety of a considerable force of our infantry depended.

"I was an eye-witness of what I have stated; and so circumstanced as to be exposed to little danger; consequently, could look on with a composure little known to regimental officers during a tumultuous retreat.

"Again; if two regiments could not hold their ground, how unreason-

able it would be to expect a single regiment could remain in front of a very considerable body of the enemy's infantry, increasing in numbers every minute, and menaced by cavalry!

"I have confined myself to a recital of facts, without bias, or apprehension of reproach from any quarter.

"Remaining, dear Jebb, yours faithfully,

"14th Jan. 1838.

"J. ELLEY."

"Carlton Hotel, Regent Street, Jan. 22nd, 1838.

"MY DEAR CLOWES,—I am very happy to have it in my power to answer your appeal to me, by assuring you that Sir Felton Hervey *very often* declared to me that the 3rd King's Own Dragoons had afforded very effectual support to the 14th Light Dragoons in the affair of the 18th July, 1812. After the lapse of twenty-five years I cannot charge my memory with the precise terms in which he may have expressed himself on the subject, but I *well* remember, on my appointment to the Lieutenant-Colonelcy of the King's Own, his hearty congratulations to me as a *very old* friend, at obtaining the command of a regiment of which he entertained a high opinion; and, both at that time and in subsequent conversations, he gave me to understand that that opinion rested on their conduct on the occasion alluded to.

"It was to the kind feeling towards the regiment, originating in that cause, that I attributed the promise he had previously given you, to agree to the transfer of an armourer named Dutton, from the 14th Light Dragoons to the 3rd, which was afterwards carried into execution.

"Believe me, my dear Clowes, yours very sincerely,

"C. MANNERS.

"Colonel Clowes, Shoredon."

#### *Queries by Mr. Schetky on the Battle of Trafalgar.*

MR. EDITOR,—As you were so good as to say that you would kindly insert, in your valuable monthly publication, a few questions, addressed to my naval friends, who had the honour of sharing in the glory of that day of days, when the fluid field of Trafalgar was won, I gladly embrace your kind permission. The reason of my request is, that being at present occupied in painting a portion of that noble fight, which I am particularly anxious to make correct; and being now removed from Portsmouth (since the death of the Royal Naval College) and the agreeable intercourse of my valued sailor friends, I have no means of asking many questions personally, which are quite necessary to the accomplishment of my purpose; and for this end I beg leave to submit the following, assuring all who will do me the favour to answer them, through your Journal, of my sincere and grateful thanks.

I remain, dear Sir, your most obliged servant,

East India College, Addiscombe,

J. C. SCHETKY.

Dec. 23, 1837.

#### QUESTIONS.

Had the Franco-Spanish ships—

Top armours; if so, how painted?

Quarter boats?

Spritsails bent?

Any of them painted single-sided or red-sided?

Did they, or the English, tow boats astern?

Did the English keep the burtons on the topsail yards?

And did they reave preventive braces? (Where do they lead?)

Had Defiance guns upon her poop?

Were her quarter boats up?

Was the French *Achille* red-sided, and single-sided?

Had any of them spritsail-topsail yards?

As my picture embraces a portion of the lee-line, the under-mentioned ships are those I more particularly wish to know about:—

St. Jean Nepomuceno,	Polyphemus,	Argunota,
Aigle,	(F) Achille,	Defence,
Defiance,	Africa,	Ildefonso.
(F) Neptune,		

### *Betton's Charity.*

MR. EDITOR,—The general feeling at present in the Navy, arising from the claims which the different Naval institutions have advanced ~~as~~ <sup>in</sup> partake in the advantages of the munificent will of the philanthropist Betton, induced me to examine and possess not only the real merits of those acts which led to its formation, but also the reason by which the claim of the Naval Charitable Society for sharing in the same was *disallowed*.

In the year 1723, John Betton, then a mariner of Shoreditch, went with a consignment to the Straits, and being taken by a Barbary corsair and carried into slavery, suffered those horrors inseparable from its state. He also witnessed the miseries of his equally unhappy and captive countrymen, and made a vow that if he ever reached his native land, he would establish a fund for the redemption of British slaves. Having at length been released from captivity he fulfilled his oath, by leaving at his death the sum of 14,000*l.* for this and other charitable purposes. This, partly by disuse, arising from the annihilation of slavery at Algiers, has accumulated to the enormous sum of 120,000*l.*, which is now in Chancery awaiting the decision of one of its Masters, to be apportioned in a manner analogous to the testator's intentions.

There is no society however in England established directly for the same purposes as those embodied in the will of Betton; and the Lord Chancellor has, therefore, ordered a Master of his Court to apportion it among those charities who come the nearest to the testator's intentions. And what charitable society, Sir, may I ask, can advance so strong a claim as the Royal Naval, composed, as it was and is, of those members—Exmouth, Ekins, Brace, and others, who fought and bled at Algiers? Has not this celebrated and righteous battle, fought, not to make the captive, but to release him, thrown on our Charity many orphans and widows of those brave men, who with their lives sealed the redemption for ever, not only of British sailors from slavery, but those of all Europe? Then have we not by this act directly carried into execution, if not the letter, at least the spirit of Betton's will, and done for him more than ever his most sanguine hopes could have encompassed? Indeed such was the conviction on the part of the Ironmongers' Company (the trustees of Betton's will), that the gallant Exmouth, the "Citizen of the World," had accomplished the philanthropist's intentions, that they elected him a brother corporate of that society, and placed in their hall an admirable likeness of the veteran hero.

By the Act of Mortmain, within which the estate of Betton no doubt falls, established in the reign of Henry VIII., to prevent the Popish priesthood compelling, in those lamentable days of ignorance and superstition, the dying Papist, under the terrors of condemnation, to bequeath his property for the benefit of their fraternity, or the See of Rome, it was enacted that no property in land, or tenement, could be left to any society, unless duly chartered or incorporated. From this it results, that so long as any institution remains unembodied by those laws which give it a claim to the sympathy of the benevolent, it can never expect to be enriched by those adventitious and charitable bequests, which have placed many inferior societies to ourselves in a much more prominent position than that which we at present occupy.

The Marine Society, which owes its origin to the humane benevolence of Captain Lord Harry Powlett, of the *Barfleur*, has received in legacies since its incorporation upwards of one hundred thousand pounds. The Dreadnought Seamen's Hospital, an offshoot of this Society, founded by our own members, with merchants of the city, though established since the peace, upon the same principles, viz., by donations and subscriptions, foresaw the advantages of incorporation, and having obtained it, were enabled to claim through Parliament, in the following year, an annual sum of 500*l.*, and which, but for the circumstance of their being chartered, they could never have possessed. The Royal Hospital of Greenwich illustrates strikingly also my position. The rich streams of wealth which have flowed into it, arising from bequests, confiscations of property, &c., may be traced mainly to the advantages of its charter. Why then should not the Royal Naval Chantable Society anticipate similar benefits? seeing that while the former interposes its magnificent shield between the veteran seamen and the cares and privations of old age, the Royal Naval Chantable Society, its sister institution, throws her simple and perhaps less official mantle over the widows and orphans of those officers who encountered the perils and shared the glories conjointly with the veteran seamen whose courage and devotion to their chiefs ornament those royal palaces in as great a degree as the Royal Hospital embellishes our country.

From these facts and premises the inference naturally follows, that by the act of incorporation we shall render ourselves competent to meet the only objection advanced by the Master in Chancery as a bar to those claims, which the Ironmongers' Company have already recognised as our right. Further, we shall not only place the Society in a more advantageous position with the country, and hence derive a corresponding advantage from its numerous benefactors and philanthropists, but we shall practically carry out the great intentions of its primitive founders, viz., to relieve the widows and orphans, as well as the *gone-by* officers of the profession, which, while in war, was considered of such importance as to be called the country's only true and legitimate defence, is now, in peace, arising from causes, alas! as difficult to be removed, but painfully obvious to all, neglected, forgotten, and unknown.—Always yours,

IRONSIDES.

Dec. 18th.

### *Working of the Dépôt System.*

MR. EDITOR,—Being a soldier of very few words I will state facts, which, if you would give publication, might be the means of having the evil rectified.

The juniors of all branches are left at the dépôt upon the formation of the service companies. The Lieutenants and Ensigns are relieved as promotions only take place in the service companies. The Captains do not follow the same rule, but the Sub who is promoted, if he happens to be with the service companies, with them he remains; so that by the present arrangement those officers who go out with the service companies may remain out the whole period of service, and the dépôt officer who joined them upon the formation will remain at home.

A SERVICE-COMPANY OFFICER.

### *Paul and Virginia.*

MR. EDITOR,—In the United Service Journal for October, there are copies of some documents relative to the loss of the ship *San Geran* at the Isle of France, in August, 1744, on which St. Pierre has founded his beautiful tale of *Paul and Virginia*; but these depositions have reference solely to the loss of the ship, and none whatever to any circumstance arising therefrom which could have served as a foundation for the story.



The following notes made some time ago by an officer who resided some years in the Island may not be uninteresting:—

"On reference to the depositions in the archives at Port Louis, no person of the name mentioned in St. Pierre's story was embarked as a passenger on board the ship *San Geran*, but there was a young lady a passenger, between whom and one of the officers of the ship a tender attachment was formed during the voyage; and the story goes, that on the ship's striking on the reef off Amber Island, the officer used every intreaty to induce Mademoiselle to endeavour, with his assistance, to reach the shore, but not being able to prevail on her to venture, he left her on board, and being a good swimmer reached Amber Island in safety. Having approached himself for abandoning the person to whom he was so tenderly attached to a fate becoming every moment more certain, and determining to share that fate, whatever it might be, he returned on board; and being more successful in his application to her to leave the ship, he took her on his back, and endeavoured to swim to the shore, which he would probably have reached in safety, but unfortunately they were overwhelmed by a portion of the floating wreck, and both perished.

"Such is the story (at least as told in the Isle of France) on which St. Pierre has founded one of the most beautiful and pathetic tales to be found in any language. The writer of these notes had read and re-read Paul and Virginia, of which he is an enthusiastic admirer, long before his fate to visit the scenes where the story is laid, and though he felt something of disappointment at finding there was so little foundation for the superstructure St. Pierre has so beautifully raised and embellished, still he has wandered over the Montaigne de la Rose on which St. Pierre has placed the cottages of Madame de la Tour and Margueritte, until he could almost fancy he had discovered the exact spot pointed out so clearly, by being enabled to see the flag-staff on Montaigne de la Decouverte, through the extraordinary gap in the ridge of the Montaigne Langue, called the 'embrasure.'

"The very accurate description of the scenery given by St. Pierre tended to raise the merit of his work still higher when read on the spot: but one of the most interesting parts of the whole story, that where Paul and Virginia accompany the runaway slave to the district of the Black River, will not bear examination. It is morally impossible that the two children could have gone from the situation where St. Pierre has placed their homes to any part of the district of the Black River, over mountains and rivers, and through woods, a distance of nearly twenty miles; but probably St. Pierre thought little of this inconsistency, as he has certainly thereby added considerably to the interest of the tale.

"St. Pierre has interred the remains of Paul and Virginia in the burying-ground of the church of Pamplémousses, where the remains of the ill-fated pair, lost in the *San Geran*, were deposited; but a Frenchman, whose location is about a mile distant (half way between the powder-mills and the church of Pamplémousses), has erected in his grounds two urns on pedestals, one of which he calls the tomb of Paul, the other of Virginia, and they are visited as such by most strangers arriving in the Isle of France.

"St. Pierre was in the Isle of France in the year 1762, eighteen years after the loss of the *San Geran*, at which time the excellent and benevolent La Bourdonnais was governor. St. Pierre has, however, introduced him into the scene with great effect."

## CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, Jan. 21st, 1838.

MR. EDITOR,—From the date of my last communication up to the 6th inst., the south-west winds prevailed, and prevented all departures from the port: since that date it has been blowing strong from E.N.E., and now retards all arrivals from the westward. The only vessels of any moment that have got in are the *Sovereign*, transport, and the *Queen of the Netherlands*, Dutch East India ship from Batavia.

A day or two before the publication of your last Number, the *Inconstant* received orders to go to Cork to embark part of the 93rd Regiment for passage to Halifax; and she went thither on the 7th instant with about 300. The *Pique* was ordered for similar service, but had previously sailed to the north coast of Spain, to bring to England some of the disbanded legion; and orders are at Plymouth, should she put in there, to fit her for the reception of troops and despatch her to Cork also, that the remainder of the 93rd Regiment may be embarked in her. Since this departure the dépôt of the 24th Regiment, stationed in Portsmouth, has received orders to furnish a draft of upwards of 100 men to join the service companies in Canada, and it is expected they will go out either in the *Calhope* or *Vestal*, whichever frigate may first be ready: they are both fitting at Sheerness.

The successor to Sir Francis Head, Major-General Sir George Arthur, with his nephew, and several officers of the 43rd Regiment, went from hence the first week in January by the *New York* packet. The preceding is all that is known here of military movements regarding Canada, in which this garrison is concerned.

H.M.S. *Melville*, with Rear-Admiral the Hon. Geo. Elliot, his family, and suite, did not manage to quit Spithead until the 6th instant, being detained by a succession of strong south-west winds, which rendered her putting to sea scarcely possible, and certainly useless, as the ship would have derived no benefit knocking about the Channel with an adverse wind. The *Melville* is to touch at Teneriffe, to pick up an anchor and cable left there a few years ago by the *Winchester*; (why the *Wellesley*, the ship actually gone to relieve the *Winchester*, could not have been ordered to perform that service, and put it on board, is a matter of surprise). She will also touch at Ascension, St. Helena, and Rio de Janeiro, previous to going to the Cape of Good Hope; and it may therefore be at least four months before the *Thalia* appears in England, it being settled that Rear-Admiral Sir Patrick Campbell should remain at the Cape until his successor relieves him in the command.

The *Sovereign*, transport, mentioned before, arrived from Bermuda with invalid soldiers of the 30th Regt., workmen of the Dockyard, a large party, upwards of 100, of convicts, and various stores; and now they have been removed, she is ordered alongside the Dockyard to fit for six months' further service, and take in provisions and stores for the accommodation of 200 soldiers; and when ready, which will be in a few days, go to Cork to embark them.

When the *Sovereign* left Bermuda, which was on the 11th December, the *Cornwallis*, Vice-Admiral Sir Charles Paget's flag-ship had gone to Jamaica and Barbadoes to collect such troops as the Governors of those islands could spare, and convey them to Halifax to replace those which had gone to Quebec; and it is, therefore, more than probable that the 200 men which the *Sovereign* is to take on board will be detachments from the several dépôts of those regiments serving in the West Indies, and by the time the *Jupiter* gets out with a regiment from the Mediterranean the number that the *Cornwallis* takes to Halifax will then be replaced. The *Cornwallis* sailed from Bermuda on the 26th November, and calculated

getting to Halifax by the end of February. Vice-Admiral Sir Charles Paget was preparing to visit the different West India Islands, and intended to do so in H.M.S. Pearl, commanded by his nephew, Lord Clarence Paget, and ere this is at sea. When the Sovereign came away the Comus had the flag, and, with the Racer and Pickle, was lying at Bermuda.

The Racer had been in one or two hurricanes, and lost her masts, and was refitting, and is now expected to be on her passage to England. The Madagascar, Commodore Sir John Peyton, had also been unfortunate in her last trip to sea, having got on shore and been compelled to throw over-board guns, shot, anchors, water, &c., experienced severe injury, and compelled to go to Havannah to repair her damages, and it was ~~currently~~ believed that she must return to England also. Of the ~~other~~ part of the North American and West India squadron the people in the Sovereign knew nothing.

The Dutch ship, the Queen of the Netherlands, merely came to this port for shelter. She is still in the harbour, and must remain here until she can get up to Rotterdam; and if the north-east winds last it may be six or eight weeks first. The ship was 115 days from Batavia, and had a very bad passage, lost her bulwarks, &c., and, in addition, did not get in the Channel time enough to get up the Maese. Four or five other Dutch ships, comprising the annual fleet, are expected daily, and will very possibly be compelled to seek refuge here also.

The Tyne, 28, Captain Townshend, has availed herself of the east wind and sailed for the Mediterranean. The Wasp will follow her in a few days to the same station, but has been detained by having her capstan fitted for Gordon's chain messenger, a most desirable thing to have, but it has generally happened that the demand for, or the offer to the Captain of, it, is not made until the ship is nearly ready to go to sea; it then takes the Dockyard people in these short days from a week to ten days to alter and fit the capstan, and the messenger has then to come from Scotland. The Edinburgh, Hyacinth, and one or two other ships, all experienced great detention; and should the Electra, now in the Dockyard-basin, have one supplied, the delay will happen again. Why, some of these chain messengers, which are getting into general use, cannot be kept in the Government stores, appears very strange. I now proceed to inform you what is going on in the Dockyard relating to the equipment and repairs of ships.

The Admiralty have at length determined to adopt a better plan for the conveyance and accommodation of troops to foreign stations, than by hiring transports, having ordered that several men-of-war shall be converted into troop-ships. At this port we have had the Jupiter, pierced for 50 guns, and now the Apollo is fitting, or I should say in dock converting. The first had the capacity of taking on board and stowing in comfort 800 people, her crew being only 100: her dimensions were, length 154 feet; breadth, 41 feet; tonnage, 1173; and the advantage of two decks. The Apollo was a fine 46-gun frigate of 1086 tons, 154 feet long and 39 feet broad; and your readers may thus form some calculation of the splendid accommodations she will have, it being expected that she will be able to take a complete regiment at one trip. Let any military man, who has had the misfortune to be moved during a period of profound peace from one foreign station to another, in a hired transport of a few hundred tons burthen, fancy what the difference must be by the Government at length seeing the good policy of adopting the plan of having proper armed troop-ships, commanded and manned by officers and seamen of the Navy. Between 200 and 300 shipwrights, joiners, and other mechanics, have been put on the Apollo to get her ready for service, and it is expected she will be out of the hands of the Dockyard people by the end of February, and doubtless ready to put to sea by the end of March, the earliest time requisite to go to Quebec, as prodigious exertions are making in her internal and external alterations, &c. She, like the Jupiter, will be commanded by a Master, and,

with the other officers, have a crew amounting to between 80 and 100 men. To add to the comfort of those soldiers to be embarked, Mr. Blake, the able and ingenious builder of Portsmouth Dockyard, has suggested a very convenient sleeping and messing berth, capable of holding eight men. The sleeping part is upon the plan of those in the guard-houses for the men off duty to recline on; four to be on the lower part and four on the upper, like berths in steam-packets. In the daytime, when the bedding, &c., is removed, some of the boards are shifted and made to form seats and a table for the eight men. If twenty only of these are put on either side of the deck of the *Apollo*, 160 men will be made comfortable. In case I should not appear explicit, it may be as well to state, for the information of some of your military readers, the present plan of fitting troop-ships for the men, that they may contrast it with the improvement Mr. Blake has got the sanction of the Admiralty to introduce, his plan being more particularly applicable where more space for the accommodation of the troops is so much wanting. The present mode of fitting the bed-places for troops between decks is by placing a continuous range of stanchions fore and aft, about six feet from the ship's side; these stanchions are also placed about six feet apart; in each of these divisions there are two heights of bed-places between decks, each flat receiving four men, making a reception for eight men; these partitions are at present only employed for the men to sleep in. Mr. Blake's improvement is to consist in making these bed-places available for receiving and messing the same eight men by day, who may occupy this space by night, by contriving that the bed-bottoms should be made into three pannels, athwartships, the two end ones hinging and turning up and buttoning against the stanchion, leaving the middle pannel for a mess-table, and, by a further contrivance, of employing the head-boards (which are made to shift) to rest on a bracket, seats are formed in this enclosure for messing the eight men who occupy the bed-place. This plan will be the means of giving great additional comfort and accommodation, and be attended with cleanliness and consequently health to the troops.

In addition to the *Apollo*, there are in dock the *Revenge*, *Ajax*, *Warspite*, ships of the line; *Blonde* frigate; *Herald*, formerly a diplomatic yacht; and the *Arrow* cutter. The *Revenge* and *Ajax* are to be inspected and repaired in the course of the spring; the *Warspite* to be cut down and converted into a fourth-rate; the *Blonde* fitted for service; the *Herald* made into a sea-going ship; and the *Arrow*, cutter, repaired and fitted for a three years' station. Very few men are as yet employed on these vessels, preference being given to the *Apollo*; and, in fact, the shortness of the days and the inclemency of the weather permit of little work out of shelter. Any reports that may gain circulation of three or four ships of the line being about to be commissioned here are entirely without foundation, as the foregoing is all at present in contemplation.

The old *Prince George*, of 98 guns, for many years the sheer-hulk in this harbour, has been moved alongside the jetty to be unrigged and dismantled, and it is understood that orders will be given that she shall be taken in Dock to be broken up. The two sets of sheers are in good order, and cause the services of the *Prince George* to be dispensed with, and enable an additional pair of first-rates' moorings to be available; in consequence the *Victory*, flag-ship of the Admiral-Superintendent, has been brought down the harbour to a more convenient berth opposite the Dockyard landing-place.

Three small vessels have been commissioned since my last, viz., *Brisk*, *Partridge*, and *Nautilus*. The *Brisk* is a small schooner, adapted and intended for the coast of Africa. The *Partridge* and *Nautilus* are 10-gun brigs, and will doubtless be despatched to North America, as the squadron under Vice-Admiral Sir Charles Paget will require an augmentation of vessels of that class, now Canada is in a state of revolt. The two brigs

were only commissioned this week, and will not be ready for sea until the middle of March.

A slight change has taken place in the Royal Marine Corps by the retirement of Colonel Hornby, the Commandant of this Division. He has been succeeded by Colonel George Jones. The Columbia steamer went from Spithead with Lieut. Colonel Aslett and a few supernumeraries to join the battalion on the north coast of Spain, and orders are down this week for a Captain and two subalterns to hold themselves in readiness to proceed on similar service. It is also thought that another field-officer will be ordered to accompany them.

The affair of a floating bridge between Gosport and Portsmouth is again revived, the parties interested in the undertaking stating, that Government do not mean to oppose it; and a public meeting has been held to arrange about an Act of Parliament to carry it into execution. The scheme of having Docks near Langston Harbour, and cutting a canal through Southsea beach to get the ships up, is objected to by the Government authorities, and will of course come to nothing. The other scheme of Docks in the Camber *may* some day or another succeed; but unless the money for erecting them, deepening the water, and purchasing the property surrounding the site, is furnished from London or other places, it is a question if the youngest inhabitant of Portsmouth will ever see them in employ. The same reasons apply to the floating bridge. The solicitors, architects, and paid agents of all these affairs are the only persons that will derive advantage. Another public meeting is to be held in the town respecting a railway to London, through Chichester, Arundel, &c., one of that sort of speculations which will never be effected. Railways are greatly at a discount.

The season of the year of course prevents all movements of troops, consequently this garrison and Gosport have the same regiments and depôts as stated in my last communication; viz., in Portsmouth, 2nd battalion of the Rifles and Depôts of the 5th, 24th, 90th, and a detachment of the 47th; at Gosport there is the 98th Regiment and the 89th Depôt.

P.S.—In addition to the foregoing remarks upon the Apollo troop-ship, it should be mentioned that a poop and forecastle are to be erected on the upper deck. The former will be appropriated for cabins, &c., the latter to afford shelter in bad weather; and that a galley may be put under it, so that the troops and crew may have separate cooking-places. Nearly the whole of the main-deck, and all the lower-deck, will be made available for soldiers, the fore-part of the main-deck being selected for the crew. About twenty sleeping and messing-berths will be fitted on each side of the lower-deck, three of each for women, and some on the main-deck. There are plenty of scuttles for air. Finally, it is arranged that the ship shall accommodate 600 troops, and 80 women.

As you have repeatedly inserted interesting reports of the late Expedition to the Euphrates under Colonel Chesney, which was unfortunately abandoned from necessity, your readers will no doubt be glad to hear that the two mates (Messrs. FitzJames and Charlewood) who were serving therein, but latterly in the gunnery-ship *Excellent* at this port, yesterday had intimation that their commissions as Lieutenants had been made out. Of course, Lieutenant Cleaveland will be made Commander, as he was the only Naval Lieutenant employed; but as he is on board *H.M.S. Edinburgh* at Lisbon, the fact is not known here.

The *Wasp* went to Spithead this afternoon, and will sail for the Mediterranean on Wednesday. The latest accounts from Malta are up to the 27th December. The Tribune arrived there on the 22nd December from Messina and Syracuse, and the Jupiter troop-ship on the 24th December with the 77th Regiment and detachments from Cork. The following ships were at Malta on the 27th December:—*Princess Charlotte* (flag-

ship of Admiral the Hon. Sir R. Stopford); Ceylon (flag-ship of Rear-Admiral Superintendent Sir T. Briggs), Vanguard, Rodney, Russell, Portland, Tribune, Magpie, and Hind, cutters; Constance, Blazer, and Volcano, steamers; Jupiter, troop-ship; Adria and Montecuccoli, Austrian brigs; Scamandre, French packet-steamer.

Plymouth, January 20th, 1838.

MR. EDITOR,—The Comet steamer, Lieutenant G. F. Gordon, sailed hence on the 22nd ultimo for Passages, having on board Captains Shute and Pattoun, with 12 corporals and 3 drummers belonging to this division of the Royal Marine, who have taken a passage in her to join the battalion under Colonel Parke. On the 23rd, the July 16-gun brig, on Sir William Symond's plan, was commissioned by Commander John Reeve. The officers appointed to her are Lieutenants H. Tracey and C. H. Lapidge; Mr. R. W. Miller, Acting-Master; Mr. R. Gourley, Surgeon; and Mr. B. Dyer, Purser. Her equipment is progressing but slowly, very few men having as yet entered; when complete, her complement will be 110 men. The Pique, 36, Captain Boxer, sailed on the 23rd for the north coast of Spain, with stores for the squadron under Lord John Hay. She will bring home some of the Spanish Legion, for whose reception accommodations will be provided on board the Forte, 44-gun frigate, lying in Hamoaze. Before the Pique took her departure, a great deal was said respecting an expected trial of sailing between her and her competitor the Inconstant, the result of which, it was supposed, might prove to be very different from that of former trials, the Pique having since had her topmasts lengthened two feet, and the whole of her ballast sent on shore; her entire stowage also having undergone a great change, especial regard having been paid to the distribution of the weights on board, with reference to the capability of each portion of the immersed part of the hull to sustain those weights. But as these frigates have both been called into that important service, the transportation of troops to Halifax, we must await with patience a convenient opportunity for prosecuting those interesting experiments which have been instituted for the purpose of improving English Naval architecture.

A salute on Christmas morning announced the arrival of a Flag-Officer, which proved to be Rear-Admiral Ross, in the President, 52, in three days from Portsmouth. She had been expected for some time previously. During the short time the President remained here, the gallant Admiral received the visits of his numerous friends in this neighbourhood at Elliott's Royal Hotel, Devonport, where he entertained a large party on the 28th, before taking leave. The wind, which for some days previously had been blowing fresh from the westward, being favourable on the 5th instant, the President got under way, and is now, in all probability, well advanced on her passage to South America. The Weazel, 10-gun brig, and the Talbot, 28, both of which are being brought forward for sea-service, were undocked on the 28th ultimo, having been taken in for the purpose of being newly coppered. The Thunder, surveying vessel, in command of Lieutenant Smith, arrived on the 28th from Portsmouth, and remained in the Sound until the 5th of this month, when she sailed for the West Indies. On her arrival there, she will be given up to Lieutenant Bennett, the Commander of the Lark, when Lieutenant Smith will take the command of the Lark, as tender to the Thunder.

It having been determined, as stated in my last, that the Genoa, 74, should be broken up, she was docked for that purpose on the 29th ultimo, since which about a hundred shipwrights have been busily at work in taking her to pieces. The shortness of the working days at this season of the year, and the inclemency of the weather during nearly the whole of

the time that the people have been employed upon her, have operated in every way greatly to their disadvantage. The mechanics engaged in this service are working, as I understand, for a stipulated sum for the job, which, at any other time of the year, might have enabled them, perhaps, to have earned a trifle more than their ordinary rate of wages; but it is considered that the season has been too much against them to allow their task to turn to more profitable account than their common labour upon limited earnings. Scarcely a vestige now remains of the Genoa, so that the dock will be ready for the reception of any ship for which it may be wanted in the course of a few days.

When I last wrote you it was intimated that the Racehorse, 18, Commander Craufurd, would be ready for sea by the end of the month (Dec.); but it seems that her completion was deferred until about ten days since, in consequence of certain alterations having been gone into, which are calculated to improve greatly the stowage of her boats and booms, according to a plan adopted of late on board several flush-decked vessels. It consists in contracting the framing over the galley and round the fore-ladderway, sufficiently to allow a spare topmast to lie upon the deck against the framing, the heel of the topmast abutting against the coaming of the main-hatchway, while the head of the topmast runs forward under the cross-piece to the riding-bitts, clear of the midship side of the bitt. By this arrangement the spars rest snugly upon the deck, instead of being stowed, as formerly, in a very elevated position, upon gallow's bitts.

The Espoir, 10-gun brig, was commissioned on the 30th ult. by Lieut. Festing, formerly first of the Vernon, while in the Mediterranean; but the command has since devolved on Lieutenant Paulson, her former commander having this week been promoted. She is to have a complement of fifty men.

The Pyramus, troop-ship, bound for Cork, and afterwards for Barbadoes, put to sea on the first of the month; but she had very bad weather of it, and was obliged to come to anchor again in the Sound on the following morning. An easterly wind, however, on the 5th inst., enabled her (as well as the President and Thunder) to take her departure. She had on board five officers and 122 men belonging to the 36th Regiment, and, on her arrival at Cork, was to receive in addition, seven officers and 113 men, belonging to the 14th and 65th Regiments, with whom she was to proceed to the West Indies.

The Messenger, steamer, arrived on the 5th from Sheerness and Portsmouth, with stores for the Dockyard, and returned shortly afterwards. The Columbia, steamer, also arrived on the 5th from Portsmouth, and proceeded to San Sebastian.

Our townsman, Lieut. Goldsmith (of twenty-nine years' standing), late first of the Caledonia and Revenge, has been appointed to the command of the Megara steam-vessel, recently launched at Woolwich, and now fitting out at Sheerness for the Mediterranean service; she is fitted with Hall's condenser.

The news from Canada has naturally occasioned some excitement, and given rise to much speculation among members of both professions, more particularly at the out-ports, where demonstrations are making of the intentions of the Government to adopt prompt and energetic measures to tranquillize the British colonies in North America. Two ships of the line (Malabar and Hercules) are fitting out here with the least possible delay, for the purpose of conveying troops to Halifax. It is said that the former will take on board the 1st or Royal from this garrison, and that the latter will receive troops at Cork. The Pique also, on her arrival here, is to be fitted for the same service.

The effect of this bustle, which it is to be hoped will be only of very short duration, has been to create a very unusual degree of interest in every, even the most trivial, official proceeding of late.

The Malabar, in command of Captain Sir Wm. Montague, arrived in the Sound from Lisbon on the 15th ult., came into harbour on the 16th, and was paid off on the 4th of the present month; and it must be admitted by every one who saw her before she was dismantled, that she was, in every respect, in most excellent order. The eulogium passed on her by Rear-Admiral Sir James Ommaney before she left the Tagus, must have been most gratifying and encouraging to every individual belonging to her, inasmuch as it had reference more especially to the general efficiency and discipline of the ship than to her mere appearance. The praise bestowed upon her deserves to be recorded, the gallant Admiral in command of the Lisbon station having expressed to "the officers and ship's company the very great satisfaction he had experienced in inspecting the Malabar, and that he considered her to be in the highest order of any man-of-war he had ever seen, and quite a pattern for the service." This ship, having been dismantled, has been brought alongside the Dockyard to have her defects made good, and to undergo an immediate refit; she will be ready for re-commissioning before the first of February.

The Hercules, 74, Captain Toup Nicolas, also from Lisbon, arrived on Tuesday last, 16th inst.; she had her lower-deck guns taken out of her on the following day, while in Causand Bay, and came into Hamoaze the next morning. She was instantly placed in the hands of the Dockyard, to be prepared expressly for the reception of troops, and to be supplied with a new main-mast, for which purpose she was yesterday taken alongside the sheer-hulk. The activity with which the business relating to these two ships is being conducted, reminds one very much of old times, when dispatch was an object.

The Partridge, 10, has been commissioned by Lieutenant Morris; and the Rolla, 10, ordered to be brought forward. The Britonart, 10, Lieutenant Stanley, tender to the Alligator, is still in Barnpool, and the Alligator in the Sound. The Mutine, packet, Lieutenant Pawle, is undergoing a survey, after a period of nearly twelve years' service, and it is expected she will be paid off. The Racehorse is daily expected to go out of harbour; her destination is unknown.

Captain Coode has been appointed Superintendent of the Naval Hospital and Victualling Establishment, vice Captain Phipps Hornby, who goes to Woolwich Dockyard.

D.

Milford Haven, January 17.

MR. EDITOR,—Permit me to commence the correspondence of the month by wishing you a happy new year and many happy returns thereof. Since I last addressed you, an entry of workmen, consisting of shipwrights, sawyers, blacksmiths, carpenters, &c., has taken place at our Dockyard, in common with those at Plymouth, Portsmouth, &c. In all between sixty and eighty men have been added to the establishment, principally to finish certain works by the 31st of March, when it is intended to discharge them again. Others, however, are permanently entered to fill the number of the establishment fixed for the year, the vacancies having occurred from deaths and discharges. No labourers were required, for the system adopted there of employing the marines of the garrison, while off duty, in performing the labourers' work, precluded the necessity for such a step. This plan seems to work well, and appears highly approved of by all parties. They are allowed 9d. per diem extra for this service, and it is astonishing to witness the quantity of labour which is thus accomplished. An extensive roof, calculated to contain a first-rate, is being constructed over one of the eastern building slips. Hitherto it had not been supposed that so large a vessel could be launched from that part of the Dockyard, but Mr. Hawkes, the late Master Shipwright, at the suggestion of Admiral Sir Charles Bul-



ler, then Superintendent, found such a step practicable, and the roof has consequently been erected.

As soon as the contract is granted for conveying the mails between Dublin and Liverpool, the vessels now on that station are to be sent here, they being more powerful, and such having been found by the Board of Admiralty to be requisite. A new regulation has been made respecting those on this station, viz., that one packet shall be always ready at Waterford to take the mail, in case the one from this side should not arrive in sufficient time. They are, however, frequently too late to save the coach here, notwithstanding its detention for an hour. Repeated applications have been made to the Postmaster-General on the subject, but his Lordship declined making any alteration in the arrangement at present.

There is no Superintendent yet appointed to Pembroke Yard, and Captain Corbyn still continues acting. Neither has the Commandant's vacancy, caused by the death of Major Baillie, been filled up. It is rumoured, that the American and West India packets are to be placed on this station, in consequence of the contemplated reduction of the establishment at Falmouth. A Mr. Denison, of the Royal Engineers, from the Admiralty Office, visited Pembroke Yard since I last wrote, for the purpose of investigating the different items of the estimates proposed for the ensuing year. Among the rest, that of raising the inclined plane of the pier, lately constructed here, to a level with the other part, and which being a decided requisite, bears a conspicuous part. This step becomes the more necessary from the fact of the difficulty existing in keeping the paddles of the steam-packets off it in coming alongside. An extensive coal-shed has been constructed at Hobbs Point packet station.

G.

#### REVIEWS AND CRITICAL NOTICES.

##### THE DISPATCHES OF THE DUKE OF WELLINGTON. VOL. X.

THIS volume commences with the Duke's visit to Cadiz, at the close of December, 1812, and terminates with the battles of Vittoria and the Pyrenees, in 1813. It is one of the most able and interesting of the series, abounding in point and variety of subject. The censures of his Grace on certain irregularities of the troops, especially after the battle of Vittoria, are strongly marked; while, on the other hand, his encomiums on their prowess in the field, particularly during the arduous and brilliant operations in the Pyrenees, are unusually warm. There is much admirable matter on politics and administration scattered through the volume; and the Duke solves a knotty point of legislation or jurisprudence, military and civil, with as much promptitude and perspicuity as he divines and defeats his enemies' manœuvres.

We observe that second editions of the preceding volumes are in the course of being issued.

##### LOCKHART'S LIFE OF SIR WALTER SCOTT. VOL. VI.

IT would be difficult to find in the whole range of biography a volume of such potent interest as this. Heretofore we have seen Scott lapped in unbounded prosperity, bearing his honours with manly meekness, and opposing the ægis of strong sense to the blandishments of flattery or the shafts of malice. Here the storm bursts—all but suddenly, bursts on the author of Waverley—domestic bereavements throng, for the first time, on the husband and father, simultaneously with the crash of his fortunes—fortunes wonderfully erected by unprecedented powers and untiring industry both of mind and frame. The touchstone of adversity is abruptly

applied to the being whom it might least have been expected to reach, and the man of sorrows comes out the brighter for the test. New and untold feelings, reflections, and resolves are elicited and indelibly stamped upon the Diary which fortunately at this period he had begun to keep, and stamps the goodness and buoyancy of his character. There exists nothing more pathetic than his thoughts of home, his own creation, about to be alienated, or his quiet apostrophes to the lost partner of thirty years. How much meaning is summed in the simple phrase, "I have seen her!"

The biographer, we also think, appears to increased advantage in this volume; his own qualities and connexion are brought into stronger and more familiar relief in the private records of his great relative, and we are almost sensible of enhanced respect for one who was "worth gold" to Sir Walter Scott.

Another volume closes this "eventful history."

#### TRAVELS IN ARABIA. By Lieut. J. R. WELLSTED, Indian Navy.

WE have never read a work of travel more replete with such local information as books of travel are properly designed to convey, or more strongly marked by practical good sense and right feeling, adhering without perplexing digressions to the objects in view.

Mr. Wellsted's researches embrace two distinct portions of Arabia, and occupy, each, its separate volume. The first treats of Omán, and important division of the Arabian peninsula, of which it comprises the south-eastern angle bordering on the Indian ocean, and hitherto unexplored by Europeans beyond the line of the sea-coast;—the second part comprises the survey of the peninsula of Mount Sinai, with its gulfs of Akabah and Suez, and the shores of the Red Sea, including both the western or Coffee coast of Arabia, and the opposite shore of Nubia. The marine survey, which was undertaken in 1829-30, by the Indian Government, for the purpose of obtaining an accurate knowledge of the Red Sea, with a view to the expediency of establishing a steam navigation to India by that route, is enlivened and enriched by notices of the adjoining country, founded on information acquired during personal excursions of the author into the interior. The purely nautical or technical details of the survey are judiciously omitted from the work, and are confined to the sailing directions, where they may be consulted by the mariner.

The province of Omán, from the novelty of the subject, and the character of its enlightened chief the Imám of Maskat, as well as from its bordering on the country of those restless fanatics, the Wahábis, whom the author somewhat provokingly, and not without danger, encountered, attracts us most. The whole polity of the Arab confederation of this district is laid before us—their feuds, feelings, domestic habits, dwellings, agriculture, resources, and climate, are familiarly described. We are also introduced to the extraordinary tract known as the "Oases," consisting of villages and districts sunk below the general surface of the soil, shaded by luxuriant groves, and irrigated to saturation by covered conduits, or watercourses, conducted for miles, sometimes six or eight, from higher levels where they have detected springs, to the spot where the stream is diffused and absorbed. An original and interesting account, with drawings, is also given of the camel. In short, we become intimately acquainted with Omán and its people.

Our military recollections are recalled to narratives given in former numbers of this Journal, when accompanying our intelligent guide over the field where Captain Thompson was so murderously defeated by the tribe of Beni-Abú-Áli, in 1821—a defeat amply avenged, within a couple of months, by Sir Lionel Smith, at the head of 3000 men, including the British 65th, with whom the Arabs fought hand to hand. We are also

refreshed by notices of Rás-el-Khaïmah on the Pirate coast, of which we have recorded the storming and destruction which took place in the preceding year.

The hero of the book, however, is Sayyid S'aid, Imám of Maskat, whose superb gift of a fine ship to our late most gracious Monarch is fresh in the recollection of our readers. The character of this extraordinary man is drawn in characters which reflect honour alike on the prince and his eulogist, and lead us to express an earnest hope that the relations of amity cemented between the British and the Imám may be as cordial and lasting as the publication of Lieutenant Wellsted must tend to render them.

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REMARKS ON MILITARY LAW, &c. By Major-General CHARLES J. NAPIER, C.B.

WE have long watched for room to enable us to take a more extended notice of this admirable treatise than circumstances have hitherto permitted. Our brief reference to the work on its first appearance, was but a harbinger of this intention, and, to confess the truth, we have been led from month to month to look for the appearance of a *second* edition, of which we could avail ourselves as a motive for seizing upon some pre-occupied space even to the temporary discomfiture of our regular order of battle.

While we still trust that the consummation alluded to may, ere long, afford us the desired opportunity of recurring more at length to the gallant General's excellent book, we cannot, for the present, refrain from recommending it in the strongest terms, and with our most deliberate judgment, to the possession and study of his brother officers, for whose information and guidance it has been laboriously and disinterestedly composed. It forms a commentary of considerable variety and scope, abounding in just and benevolent views, but never descending to the maudlin and unsoldier-like strain which usually enfeebls productions of this class. His observations on rewards and decorations of honours—the crying deficiency of the British Service—we need not say, have our cordial concurrence. The dedication to the Fiftieth, of which Charles Napier was a Major—one of Sir John Moore's Majors, the “well-doers” of Corunna—is one of the most manly and eloquent passages we have ever met with. The writer is a thorough and practical soldier, with ample knowledge of his subject, on which, it is evident, he has earnestly reflected. We are far from agreeing with our gallant friend in *all* his opinions—the discrepancies it is unnecessary to point out—but we are confident that he has uttered nothing which he does not honestly believe to be for the good of the Service of which he is an honoured member.

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THOUGHTS ON TACTICS AND MILITARY ORGANIZATION, &c. By Lieut. Colonel J. MITCHELL.

MODESTY precludes us from treating this able compilation in as complimentary a strain as its ample merits deserve, inasmuch as it is our foster-child, having been cradled in our pages; an extended notice of its contents would be equally out of place, on the same ground. We are, therefore, only permitted to remark, that the first chapter, on “The Causes of the slow Progress of Military Science,” is, with the exception of a few stray passages, entirely new—and so, for the most part, is that on “The English and French Cavalry.” A great deal has been added throughout, and all the original articles have been studiously revised. The general result has been a work eminently calculated to excite reflection on technical points, to extend the student's views, and to awaken a feeling responsive to the lofty and chivalrous character of the author's creed and manner. This volume, which we trust will command the circulation to which it is enti-

tled, and his kindred 'Life of Wallenstein,' stamp Colonel Mitchell as one, of the most powerful writers of the day.

A METHOD OF CONCENTRATING THE FIRE OF A BROADSIDE OF A SHIP-OF-WAR. By WILLIAM KENNISH, Carpenter, R.N. 4to.

HERE we have a neat treatise, upon a most important subject, from a Warrant Officer, and the topic is discussed with ability and acumen; affording another proof that England is not wrong in expecting that "every man will do his duty," or even more than his duty, in his country's cause.

The concentration of the fire from a broadside has already been recommended in our own pages, and the effect is obvious. When many shot are made to take effect near the water's edge, or line of floatation of the vessel aimed at, the hole they would, probably, make in the side, would be so large, that she would be in the most imminent danger of sinking, from the very great difficulty, if not the utter impossibility, of applying, in time, an adequate remedy to prevent the water from rushing in with extraordinary violence. The naval reader who desires to study this point, will do well to attend to the excellent remarks of Sir Howard Douglas; and for the necessity of such attention, we will merely repeat what has been advanced—that in numerous contests on the ocean, no fewer than 18 shot out of every 20 have been thrown away!

Mr. Kennish has evidently devoted much time to the subject, and has invented a very ingenious *Marine Theodolite*, by which the fire is to be regulated; for which, with other plans, he has been awarded the gold Isis medal of the Society of Arts. The details, however, being purely technical, must be referred to in the treatise itself, which is clearly drawn up, and illustrated with excellent plates.

ON THE ELEMENTS OF THE ORBIT OF HALLEY'S COMET, AT ITS APPEARANCE IN THE YEARS 1835 and 1836. By Lieutenant W. S. STRATFORD, R.N., F.R.S.

THE apparition of Halley's Comet was an occurrence of too great an interest to every educated person to be readily forgotten. But of the millions who gazed at it, how few are those who have assisted to develop its wonderful motions! Foremost, however, among those few, we are proud to see a naval officer; and the elements here given are an honour to the country. Indeed, by this remarkable ephemeris, the orbit may be traced, through all its perturbations and affections, with such comparative ease, as to render it the best cometary discussion which has ever been produced.

As the work is entirely tabulated, it will not, of course, admit of abstract; but we deem it a duty to record its production in our pages, as a matter of deep interest to the intellectual character of the Service.

LOGARITHMIC AND TRIGONOMETRIC TABLES, TO SEVEN PLACES OF  
DECIMALS. 8vo. Simpkin and Co.

THIS is a singularly neatly-printed and portable series of Tables, which appear to have been most diligently compared, by its editor, with those of Callet, Bagay, and Hassler. From its form, and apparent correctness, it must be valuable to naval and military surveying officers. Its contents are—the logarithms of natural numbers from 1 to 100,000—and the logarithmic sines, tangents, co-tangents, and co-sines, to every ten seconds for the first five degrees, and to every thirty seconds for the remainder of the quadrant—which certainly is not dear at twelve shillings.

\*THE NEW SAILING DIRECTORY FOR THE ETHIOPIC, OR SOUTHERN ATLANTIC OCEAN. By JOHN PURDY, Hydrographer. 8vo. R. H. Laurie.

THIS is another of the well-known series of nautical directories which Mr. Purdy has so ably and so zealously drawn up for the use of seamen; and it forms a valuable adjunct to his excellent Memoir on the Atlantic Ocean, the merits of which are best attested by the fact of seven large editions of it having been sold. Besides these, he has given forth memoirs of the Northern Ocean—the British Channels—and the Mediterranean Sea—in all which, diligence of research, accuracy of detail, and instruction in a pleasing form, are conspicuous.

The present volume, like the former ones by the same author, contains a vast quantity of matter in a condensed form—in fact, it may be said to be “as full as an egg;” and the descriptive parts are occasionally illustrated by wood engravings. Among the contents are—a general table of the latitudes and longitudes of the principal points described—observations on the winds, seasons, tides, currents, and other phenomena—and a particular description of the coasts, islands, and shoals. To this is added an appendix containing remarks on chronometers, on health, and other topics of maritime import.

We owe it to an eminent hydrographer—Captain William Henry Smyth—to record, by the way, that this practical work is dedicated to that scientific officer, “as a memorial of early friendship, a testimonial of affectionate regard, and a grateful acknowledgment of many private and important favours, which have been applied to the improvement of hydrography.”

We have already alluded to the eminent services of this hydrographic veteran, in our discussion of Major Rennel’s work on Oceanic Currents; and we now conclude, by thanking him for this proof of his continued exertions in the service of the public.

#### NOTICES TO READERS AND CORRESPONDENTS.

WE are again constrained to advert to the barefaced piracies committed on the property of this Periodical—more especially by an obscure newspaper imposed on the “United Service” as professional. The thefts of this unscrupulous pirate are, in themselves, beneath notice; but, when conspicuously puffed and propagated as *original* by so respectable an organ as the ‘Standard,’ demand exposure. The latter Journal cannot plead ignorance, having been civilly warned, though apparently without any effect on its justice or courtesy, of its misprision of literary larceny. The ‘Standard’ may lend its high name to any unworthy collusion; but we must insist that it shall not be at the expense of the *United Service Journal*.

Our readers must permit us to refer them to several Papers which have appeared in this Journal on the subject of North America, a reference to which will supply interest and information at the present moment, namely, “A Winter March in Canada, in 1813,” which appeared in our Number for October, 1831; a “Memoir on the Defence of Canada,” with a map, in August, 1833; and the letters of “Peter Pivot” from New Brunswick, of which we have published a series for some months back.

We are anxious to communicate with the writer of the Expedition to Alexandria.

We are ready for the “Coorg” continuation.

“A Member, U. S. M.,” in our next.

A review of Sir John Barrow’s *Life of Howe*, with other critical notices, in our next.

EDITOR'S PORTFOLIO;  
OR,  
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

PARLIAMENT re-assembled on the 16th ult., and has since been occupied with the affairs of Canada, upon which much declamation has been wasted. A bill has been introduced by Ministers, but modified in its progress by the constitutional watchfulness and ascendancy of the Conservatives, suspending the abused Constitution of those Provinces, to the chief government of which the Earl of Durham has been appointed, with a sweeping jurisdiction, and dictatorial power. The farce of Mr. Roebuck pleading at the bar of the House, as the agent of the Canadian traitors, acquired a shade of gravity from the humiliating position in which so impudent an aggravation of the treason, placed the Government who permitted it. We had barely time last month to allude to the insurrection in Lower Canada, of which, we are happy to add, subsequent accounts announce the suppression by the British troops.

From the conquest of Canada by the British, under Wolfe, in 1759, and its formal cession by France in 1763, its institutions, especially as settled in 1774, have preserved more of the spirit of the conquered, while its prosperity and population have been more rapidly progressive than those of any other colony on record. The conquerors appeared in fact to have waived, in an administrative sense, the right of conquest, and having indulgently respected the original forms and prejudices of the French Canadians, have continued, up to the present time, to heap boon after boon and privilege upon privilege on these possessions, even to the loss and injury of the mother country, in which light Great Britain must now be said to stand towards a territory at present more than half colonized by British settlers and their descendants. In 1791 a constitution was given to Canada, modelled on that of England, but found to be far too liberal for the actual condition and intelligence of its ignorant and bigoted French population. For the convenience of settlement and legislation, Canada was divided into Upper and Lower—the Upper Province forming a colony of almost purely British extraction. In proof of the rapid progress of the Canadas in population, we may state that while that of the Lower Province was but 70,000, in the year 1775, it now amounts to 600,000, having nearly decupled itself. Of this number 175,000, or about one-third, are British, to whom we must add 350,000, almost wholly of the same origin, for Upper Canada, making a total of 525,000 British, or thereabouts, exceeding the French population by a fifth.

In corroboration of the picture we have drawn, on the authority of recorded facts, of the important benefits conferred by Great Britain on Canada, in contrast with the condition of that province under its French masters, we cannot cite a better authority than the traitor who, under instigation from home, now excites the inhabitants of that cherished colony to throw off “the baneful domination of the mother country;”—

Papineau *loquitur* in 1820, addressing the electors of the West Ward of Montreal, by whom he was returned unopposed. Many further reasons for "gratitude" on the part of this consistent patriot and his country have been added *since* 1820.

"Not many days have elapsed since we assembled on this spot for the same purpose, as that which now calls us together—the choice of representatives. The opportunity of that choice being caused by a great national calamity, the decease of that beloved sovereign who had reigned over the inhabitants of this country since they became British subjects, it is impossible not to express the feelings of gratitude for the many benefits received from him, and those of sorrow for his loss, so deeply felt in this as in every other portion of his extensive dominions. And how could it be otherwise, when each year of his long reign has been marked by new favours bestowed upon the country? To enumerate these, and to detail the history of this country for so many years, would occupy more time than can be spared by those whom I have the honour to address. Suffice it then, in a glance, to compare our present happy situation with that of our fathers on the eve of the day when George the Third became their legitimate monarch. Suffice it to recollect, that under the French government (internally and externally arbitrary and oppressive) the interests of this country had been more frequently neglected and mal-administered than those of any other part of its dependencies. In its estimation, Canada seems not to have been considered as a country which, from fertility of soil, salubrity of climate, and extent of territory, might have been the peaceful abode of a numerous and happy population; but as a military post, whose feeble garrisons were condemned to live in a state of perpetual warfare and insecurity: frequently suffering from famine—without trade, or with a trade monopolised by privileged companies—public and private property often pillaged, and personal liberty daily violated; when, year after year, the handful of inhabitants settled in this province were dragged from their homes and families, to shed their blood and carry murder and havoc from the shores of the great lakes, the Mississippi and the Ohio, to those of Nova Scotia, Newfoundland, and Hudson's Bay. Such was the situation of our fathers; behold the change."

"George the Third, a sovereign revered for his moral character, attention to his kingly duties, and love of his subjects, succeeded to Louis the Fifteenth, a prince then deservedly despised for his debauchery, his inattention to the wants of his people, and his lavish profusion of the public moneys upon favourites and mistresses. From that day the reign of the law succeeded to that of violence; from that day the treasures, the navy, and the armies of Great Britain, are mustered to afford us an invincible protection against external danger—from that day the better part of her laws became ours, while our religion, property, and the laws by which they were governed, remained unaltered; soon after, are granted to us the privileges of its free constitution—an infallible pledge, when acted upon, of our paternal prosperity."

"Now, religious toleration; trial by jury (that wisest of safeguards ever devised for the protection of innocence); security against arbitrary imprisonment by the privileges attached to the writ of *habeas corpus*; legal and equal security afforded to all, in their person, honour, and property; the right to obey no other laws than those of our own making and choice, expressed through our representatives; all these advantages have become our birth-right, and shall, I hope, be the lasting inheritance of our posterity. To secure them, let us only act as British subjects and freemen."

In 1831 further concessions were confirmed—rashly including the provision by the Assembly of a suitable Civil List for the payment of the Judges and other public functionaries of the colony, without stipu-

lating for the fulfilment of this implied condition, under forfeiture of the privileges virtually offered as an equivalent. The opening has been seized by the unprincipled Members of the Assembly, nine-tenths of whom were French, instigated by the aforesaid Papineau, and the Civil List, or, in Parliamentary phrase, the "Supplies," have been contumaciously refused by that refractory and disaffected body, to the manifest obstruction of justice and local government. It is obvious that this state of things could not last—prosperity ~~legat~~ wantonness—concession led to increased demands—conciliation was repaid by defiance—the impolitic abdication of the symbols of power and coercion on the one side produced insolence and contempt on the other—the endemic hatred of the French to the English race, exasperated by jealousy of the superior industry, loyalty, and knowledge of the latter, upon whom they desire to impose the shackles of their feudal tenures, swelled to a paroxysm—the season promised, in due course, to block up the avenues of British supplies—and the attempt to arrest a couple of conspirators, against whom warrants had been issued, was perverted by the French faction, without a single colourable grievance, into a pretext for pillaging and persecuting the loyalists, and levying open war upon the Queen's Government and troops.

While the Governor, Lord Gosford, remained, as his correspondence proves, in a state of pitiable and fatal vacillation, the military Commander, Sir John Colborne, an officer of tried energy and ability, was actively engaged in watching the progress of the conspiracy, and preparing the means of meeting and defeating its outbreak. Collecting what troops he could muster of his scanty force at his head-quarters at Montreal, he made that city, which formed nearly the centre of the insurrection, the pivot of his operations, and keeping an adequate force in hand, simultaneously directed two detachments, the one under Colonel Gore, D.Q.M.G., from Sorel, at the embouchure of the Richelieu in the St. Lawrence, upon St. Denis; the other, commanded by Lieutenant-Colonel Wetherall, of the Royal Regiment, from Chambly, upon St. Charles:—both positions, in the line of the Richelieu river, being occupied by the rebels, whom it was the object of this combined movement to dislodge and disperse, by sweeping the line from its opposite extremities.

For the details of these movements we refer to the annexed despatches. That of Colonel Gore failed from unavoidable difficulties and some want of foresight—but his force was otherwise perfectly competent to crush the gathering of the rebels, who had deliberately fortified themselves in the place. The division of Colonel Wetherall completely succeeded—but the combination to a certain extent was broken, and Colonel Wetherall having admirably executed his instructions, fell back again upon Chambly. Subsequently, Colonel Gore advanced a second time upon St. Denis, and occupied the place without resistance. After, and, in some instances, during these affairs, the misguided *habitans*, or French peasants, with the adventurers who had joined them, were abandoned by their dastardly leaders—Papineau, Brown, and Co.—who, as usual, left their dupes and intended instruments of power to shift for themselves, when defeated, seeking their own safety in a precipitate flight to the frontier of the United States.

\* Some minor assemblages of insurgents having been put down by the



volunteers, supported by Lieutenant-Colonel Hughes of the 24th Regiment, there remained the principal *rendezvous* of the rebels at St. Eustache and Grand Brulé, the focus of the insurrection, to be cleared. Sir John Colborne, marching out of Montreal with his disposable force and the volunteers, attacked these places, and utterly dispersed or captured the deluded and dispirited bands which he found there.

The whole of these operations occupied a space of about three weeks, from the 22nd November to the 15th December, and embraced a district extending about fifteen miles to the north-east of Montreal in the direction of the Richelieu, and to the westward of it in that of Grand Brulé. The casualties of both parties, as well as other circumstances to be deplored, though inevitable in civil war, and for which the selfish and criminal instigators of this causeless revolt are, with the Government, answerable, will be found in the annexed documents. How is it that the atrocious massacre of Lieutenant Weir, 32nd Regiment, if it occurred, is not noticed in these dispatches?

It is, to a certain extent, satisfactory to find, that while the lawless population and press of the United States' frontier have afforded aid and encouragement to the Canadian rebels, the American Government and functionaries have enjoined forbearance and neutrality, in professed accordance with the terms of amity subsisting between the two nations: but the injunction must be *enforced*, to obtain credit for sincerity.

While these events were passing in Lower Canada, a corresponding movement was made by the revolutionary agitators—comparatively few, and of no weight—in the Upper Province. Sir Francis Head, the Lieutenant-Governor, who has earned a high and permanent reputation by the judgment, resource, and firmness he has displayed in the very difficult and critical position which the blunders of his employers had prepared for him, had placed the troops of his Province at the disposal of Sir John Colborne for the defence of Lower Canada, declaring that he would confide entirely in the loyalty of the inhabitants and volunteers. This declaration, which passed for a rash bravado—and certainly the step cannot be recommended to general imitation without reference to peculiar local circumstances—was speedily put to the test, and with signal success. A Scotch adventurer and agitator, named Mackenzie, connected with the incendiary press of the Upper Province, taking advantage of the absence of a military force, assembled some hundreds of dupes and vagabonds in the immediate vicinity of Toronto, the seat of Government, which they threatened, murdering some loyalists, including Colonel Moodie, formerly of the British Army, and robbing the mails, with other characteristic feats. Sir Francis Head, however, mustering the faithful volunteers, who flocked from all quarters to his standard, with the British pensioners and old soldiers, who rendered good service, promptly marched upon the disorderly rabble, and scattered them to the winds; the Bobadil of the band being the first to take to his heels, like his worthy compeers of the "Three Rivers" and "Two Mountains," the parturience of the latter ending according to the proverb, and forming a type of the whole insurrection.

Fleeing to the congenial spirits of Buffalo and the border, the redoubtable Mackenzie, having duly "agitated" and subsidized the inflammable denizens of that Yankee Squattery, has magnanimously raised his banner on "Navy Island," a rock in the Niagara river,

between the Canadian and American shores, where the modern Sancho proposes to erect his kingdom of Barataria, and has actually offered a reward for the body of the usurper, Sir Francis Head! But the absurdity of all this is lost in the reflection that such things not only *are*, but are gravely applauded by persons pretending to reason.

We believe the creed of "philosophic radicalism" admits merit in some shape or other, although the morality of the sect proscribes it, unless fortified by "success." Now, when the combination is complete, what more can be required by the *pseudo*-purist? Sir Francis Head, 'tis true, only combines the requisites of a counter-revolutionist, and there's the rub. In the plenitude of success and popularity, at the moment of achieving a signal service to the State, and to the colony he proves to have so judiciously ruled, he is recalled from his post—why? because, resolute in his wise policy and integrity, he declined to appoint to the responsible station of colonial judges men whom he locally knew to be unfit for the office! Is O'Connell Viceroy of Canada, as of Ireland?

Reverting to the conduct of the pensioners and retired soldiers on the present occasion, we call attention, by the way, to the expediency and facility of rendering this experienced and generally intelligent class habitually useful in the defence and colonization of the Canadas, by locating them along the rivers and passes, and organizing their assemblage as occasion might require. This might be done with a saving, not at an expense, to the country, and the Pension-List be reduced. It might be arranged, while the unattached officers, recently sent out, remain in Canada. We threw out hints upon this subject on a former occasion, and shall resume it at a fit opportunity.

It appears by the results of which we have just given an outline, that the military force stationed in our North American colonies happened to be sufficient to defeat though not to *prevent* the rebellion in Lower Canada—but this was effected by denuding the adjoining provinces of troops which, had the movement spread, they might have equally stood in need of. It has been long foreseen, that the system of audacious agitation unremittingly pursued by Papineau and his brother conspirators, must lead to open disturbances in Canada—and it became a measure of obvious policy, plain to the most unmilitary understanding, that the deficiency of troops thus drafted to distant points should be supplied by reinforcements, and the long line of communication be supported by an adequate reserve; but not a man was moved with this view till the explosion took place, and the crisis had fortunately passed. This, no doubt, was a piece of good luck which fortune might not a second time vouchsafe.

Let us suppose the boundary question had been pressed to extremities at such a moment, and that New Brunswick had been invaded by the State of Maine, the hostile spirit of which we have for the last eighteen months had ample opportunities of appreciating, by private accounts from the spot, detailing not only numberless instances of ill-will, but even acts of aggression on the part of that State; supposing this hostility to Britain had been fostered, instead of *ostensibly* discouraged, by the American Government, and that we had had, as we may yet have, both an external and an internal enemy to contend with at once—how might it have fared with our means of resistance, and the power of

junction and operation on a line of 800 or 1000 miles? In our opinion, not only is a strong force desirable for the maintenance of tranquillity in the Canadas, till the brand of the incendiary has been cast out from those provinces, and they have been restored to a suitable and settled government, and the contentment which rogues have wrested from them; but it also appears to us a wise precaution as a check to the United States, whose views of acquisition beyond the St. Lawrence might be controlled by a British corps of observation on that river.

The force in Canada, at the outbreak of the insurrection, consisted of the 1st (2nd battalion), 15th, 24th, 32nd, and 66th Regiments; the 83rd, 43rd, and 85th were moved up from Nova Scotia by Sir Colin Campbell. The force scraped together, with many difficulties and devices, to replace and reinforce the foregoing, consists of the 65th, which has arrived in North America from the West Indies; the 93rd, lately embarked at Cork on board the *Inconstant* and *Pique* frigates; the 23rd and 71st, also ordered from Ireland; the 11th and 73rd, ordered from Corfu *via* Gibraltar. Each of the above regiments is to be augmented by drafts or volunteers from 480 to 600 rank and file.

A brigade of Guards goes out, composed of the 2nd battalions of the Grenadier and Coldstream Regiments, to consist of 1600 men, by augmenting each battalion from 600 to 800, to be commanded by Major-General Sir James Macdonnell. Major-General Clitherow goes out to serve generally under Sir John Colborne. Of cavalry, the 1st Dragoon Guards send six troops; the 7th Hussars, four. The first of these regiments was selected because it is composed of eight instead of six troops; and as five squadrons were required, only two regiments are thus divided, each leaving a squadron in dépôt. The cavalry will be remounted in Canada: officers have been sent out for that purpose.

The numbers of the Regiments of the Line whose dépôts are deficient are made up by volunteers from other corps at home, who receive a guinea each. Several distinguished corps have suffered severely in consequence of the loss of eighty, or nearly one-sixth of their disciplined men, who have thus been abstracted from their ranks, to the great chagrin of their zealous commanding officers. We doubt the policy of the measure. It is certainly a practical reflection on the Dépôt system, which, had we time, we could place in a most inefficient, and, taking them as a remnant consisting of "all officers and no soldiers," even in a truly ridiculous light. It must be remembered that the establishment of each regiment is 740, although returning 660, with 80 wanting to complete. The service companies being computed at 600, it follows that the dépôts can at the utmost consist only of 60, or rather 59 men (exclusive of the orderly-room clerk)! But supposing that number deficient, and dwindled down by various casualties and occupations, what an exhibition we have of four companies, with officers to match!

The strength of all the cavalry regiments has been raised to their full establishment by the augmentation of five men per troop. These are the only additions to be made to our permanent force, as, we understand, the Secretary-at-War only proposes calling upon Parliament for the amount of these petty patchings, namely, about 600 for the cavalry, and 2400, or thereabouts, for the infantry; about 3000 men will probably be the mark. Will this slender recruitment meet the objects and contingencies we have enumerated,—or is it rather a penny-wise etc.

mony, pregnant with future expense and present risk? It is not worthy of Great Britain to reduce her army to the lowest figure, and double its duties without relief, while her rivals, France and the United States, watch her weakness to profit by it in good time. The press of those countries withdraws the curtain rather more than may suit the present policy of their governments.

Twenty-five officers on half-pay, of whom the whole have been already gazetted, go out to be at the disposal of Sir John Colborne for training the militia and other services. They receive full pay certain to the 30th June—their passages out, and, if recalled, home, to be allowed. The greater number have already sailed for New York.

Colonial-Office, Downing-Street, Dec. 26, 1837.

A dispatch has been received from Lieut.-General Sir John Colborne, K.C.B., Commander of the Forces in Canada, dated 29th Nov. 1837, of which, and of its inclosures, the following are copies:—

Head-Quarters, Montreal, Nov. 29, 1837.

MY LORD,—I have the honour to acquaint you, for the information of the General Commanding-in-Chief, that, since my dispatch of the 20th inst., the revolt has been rapidly extending, and that the law officers of the Crown, and the magistrates of Montreal, having applied to me for military force to assist the civil power in apprehending Mr. Papineau, and other traitors, who were supposed to be at the villages of St. Denis and St. Charles, I ordered strong detachments to support the civil authorities in the execution of their duty. St. Denis is seven miles to the northward of St. Charles, on the right bank of the river Richelieu; the former sixteen miles from Sorel, the latter about seventeen from the ferry of Chambly, opposite Pointe Oliviere.

Col. Gore and Lieut.-Col. Hughes, with five companies and a howitzer, were ordered to proceed from Sorel to St. Denis, and five companies and two guns to move from Chambly on St. Charles, under the command of Lieut.-Col. Wetherall, of the Royal Regt., accompanied by two magistrates, to execute the warrants against those individuals charged with high treason; and it appeared probable that the sudden appearance of the troops at these points, and entering the villages nearly at the same time, would afford an opportunity of taking into custody the leaders of the revolt. The Sorel detachment, under the superintendence of Col. Gore, marched at ten o'clock on the night of the 22nd, by a back concession road, to avoid the village of St. Ours, occupied by the rebels, which increased the distance of the march. The incessant rain, and almost impassable roads so impeded the progress of the detachment, that he did not reach St. Denis until half-past nine on the morning of the 23rd. The rebels, on the approach of her Majesty's troops, commenced a heavy fire on them from all the houses on the north side of the village: some of these were immediately taken by the light company of the 32nd Regiment, commanded by Capt. Markham, but the fire from the howitzer having made little impression for several hours on a large stone building, strongly occupied, and the whole of the companies of the detachment being much exhausted, from the very long and difficult march of the previous night, Colonel Gore considered it necessary to return to Sorel.

Col. Wetherall, with four companies of the Royal Regiment and a detachment of the 66th Regiment, and two six-pounders, passed the Richelieu by the upper ferry at Chambly: the bad state of the roads, however, impeded his march, and prevented him proceeding further than St. Hilaire, at which place he halted till another company of the Royals joined him; he then advanced on St. Charles, attacked the rebels, carried an enclosed work defended by 1500 men, and completely dispersed them.

The advanced period of the season, and the constant expectation of the navigation becoming impracticable, the passage of the river being interrupted, it became necessary to use the utmost exertion, with a view of restoring order in the revolted district. The troops which have been called to act in the disturbed districts, and to put down this sudden and extensively combined revolt, have had to contend with great difficulties; their communications with head-quarters having been completely interrupted by the armed peasantry assembled on the line of march. Many of the deluded inhabitants are returning to their homes, and I trust that the affairs which have taken place may be the means of quickly restoring tranquillity to the country.

I am much indebted to Lieut.-Colonel Wetherall, for his active zeal and judicious conduct on many occasions in which he has been employed at this critical period. I forward the reports of Colonel Gore and Lieut.-Colonel Wetherall, which will afford the General Commanding-in-Chief full information of the proceedings of the detachments under their command, and returns of killed and wounded. Captain Markham, an intelligent and zealous officer, has received several severe wounds.

I cannot close my dispatch without mentioning the exertions of Capt. David and the Montreal Volunteer Corps of Cavalry, who accompanied the troops on the service in which they have been engaged.—I have, &c.

J. COLBORNE, Lieut.-Gen.

Major-Gen. Lord Fitzroy Somerset.

Montreal, November 25.

SIR,—In obedience to your commands I left this garrison with the flank companies of the 24th Regiment, under the command of Lieut.-Colonel Hughes; the light company of the 32nd Regiment, commanded by Captain Markham; one howitzer 12-pounder, under Lieutenant Newcomen, Royal Artillery; and a party of the Montreal cavalry, under Cornet Sweeney, on board the St. George steamer, at three o'clock P.M. on the 22nd instant, on route to Sorel, where I disembarked at six o'clock, and placed the men in the Barrack-square. I directed Captain Crompton to be prepared to march at ten o'clock, when, according to my instructions, I proceeded on the road to St. Denis, on the river Richelieu, which I was directed to carry, and then move on rapidly to assist Lieutenant-Colonel Wetherall, Royal Regiment, in his attack on St. Charles. The roads being deep, the march was severe (although the distance was only eighteen miles), it having rained violently all night, the mud and water reaching to the knees. I did not reach the small but rapid river which crosses the road four miles and a-half from St. Denis until some time after daylight. In order to arrive at my destination with as little delay as possible, I took the back-road, to avoid the village of St. Ours, and pass the small river by a bridge higher up than the one by the main road; also for the purpose to take on an intelligent guide, who had volunteered to lead. After passing the bridge I observed an armed party leaving the lower ore, who had been sent to oppose our crossing, and who flanked our line of march: but I did not waste time in dispersing them, but moved on to my point, which was now frequently impeded by the breaking up of the bridges. Several, however, were saved by Cornet Sweeney's detachment of cavalry, who took two armed peasants, but could gain no positive information as to the intention of the rebels. On approaching St. Denis, a strong body of armed men, moving along a wood, skirted my left flank; all the houses along the road were deserted, and on nearing St. Denis I was attacked by skirmishers occupying the houses and barns on the road, and along the banks of the river Richelieu: these were rapidly driven in by Captain Markham to the main entrance. I found the place was strongly occupied, and the entrance defended by a large fortified stone house, and a barricado crossing the road, and flanked from a building and houses, from which a severe fire was commenced. I

immediately reinforced the advance with Captains Crompton's, Maitland's, and Harris's companies, and placing the howitzer in a position off the right of the road, at a range of 350 yards, directed Lieutenant Newcomen to fire round shot into it, and batter it down if possible. On examining the house, I found it too well secured and flanked, and the incessant firing showed it to be well occupied. The armed force of the rebels, from what I can ascertain, was full 1500 men, but report said nearer 3000. During these operations the rebels were crossing the Richelieu in large batteaux, from St. Antoine, but I could not spare shot from the fortified house to obstruct their passage. Captain Markham got possession of a house immediately opposite the fortified house, driving out the occupants at the point of the bayonet, but was almost immediately wounded in three places. The day was now advancing, it was evident that the whole country was in arms, and no important effect was made on the fortified house, and sixty round shot expended, and only six left; the ground we occupied could hardly have been maintained during the night; it was necessary to come to some decision, either to assault the house so well defended, and flanked by others loop-holed, or to fall back, before the bridge in my rear could be broken down. The hazard of a failure under such circumstances, and the jaded condition of the men, frost having succeeded the rain and snow, and their clothes freezing on them, determined me to fall back; and having collected the wounded and placed them in such carts as we had, and the howitzer in the centre, I directed Lieut.-Colonel Hughes to take the direction of the rear-guard, and fall back. I was immediately followed by strong bodies of the rebels in the rear and on my right flank, who were checked by the rear-guard; and having observed that a strong force had been detached in the direction of the upper bridge, by which I had passed in the morning; on arriving where the road branched off to the two bridges, I turned to my left to the lower bridge, having ascertained that St. Ours was not fortified, and rid myself of the rebels, who were skirting my right flank. On crossing the bridge the artillery gave up altogether, and two of them fell;—the infantry went immediately to the gun, and every exertion was made to get it on; the officers' horses, and those of the ammunition waggon, were put to the gun, but without effect; the wheels clogged with mud were now frozen, and after seven hours of severe toil, during which Lieut.-Colonel Hughes never left the gun, the medical officer declared that half an hour more would freeze the men. The gun was spiked and abandoned. I then moved to St. Ours, where I was in hopes of finding the steam-boat Varennes, ordered to meet us with provisions, but she had been attacked by 200 armed persons, and forced to cut her cable and return.

I passed through the village, and halted at some farm-houses a mile on to refresh the men, and proceeded in the morning, at daylight, to Sorel, where I arrived at eleven o'clock in the morning of the 24th. My loss in killed and wounded, by the accompanying returns, is, one officer severely wounded (Captain Markham) and nineteen killed and wounded, and four missing. The loss of the rebels must have been about one hundred, which has since been confirmed. I have not yet received a correct return of the two companies of the 66th Regiment, but I do not think they lost more than one or two. I enclose a detailed report from Lieutenant Newcomen, on the loss of the howitzer, who deserves much praise for his conduct.

In this arduous march, and during the whole of the operation, the officers and men displayed the highest courage and steadiness, although exposed to extreme suffering.

I was much indebted to Lieutenant-Colonel Hughes, 24th Regiment, for the advice and assistance I received from him, and his exertions to extricate the gun; and also to Lieutenant Lysons, Royal Regiment, attached to the Quartermaster-General's Department, for his zealous and active conduct; in Captain Markham, 32nd Regiment, who led the advance with great judgment, and was severely wounded, the service will be deprived for some time of a most valuable officer; Surgeon Farndon, Royal Regi-

ment, and Assistant-Surgeon MacGrigor, 32nd Regiment, rendered every assistance in their power, and made the best arrangements for the wounded. I have, &c.

Lieut.-General Sir John Colborne.

CHARLES GORE, Colonel.

Killed—24th Regiment, 1 serjeant, 2 rank and file. 32nd Regiment—2 rank and file. 66th Regiment—1 rank and file.

Wounded—24th Regiment, 1 rank and file, severely; 2 rank and file, slightly. 32nd Regiment—Captain Markham, severely, but not dangerously; 3 rank and file, severely; 2 rank and file, slightly.

Missing—24th Regiment, 1 rank and file. 32nd Regiment—4 rank and file (1 wounded).

Total—Killed, 1 Serjeant, 5 rank and file. Wounded—1 Captain, 9 rank and file. Missing—6 rank and file.

(EXTRACT.)

St. Charles, Nov. 27, 1837.

Sir,—I had the honour, yesterday, to report the successful result of my attack on the stockaded post of the rebels at this place. In my letter of November 25th, I stated the circumstances which induced me to suspend my march towards St. Charles, and to order a company from Chambly to my support, and I then said that I should wait at St. Hilaire for his Excellency's farther orders. This dispatch was sent by Dr. Jones, of the Montreal Cavalry, and I hoped for his Excellency's answer during the following night. Not having received it at nine yesterday morning, I concluded that my messenger had been intercepted; and having learned that the basin, at Chambly, was frozen over, and every probability of a retreat being cut off, should such an event occur, I resolved on the attack. The march was accomplished without any opposition or hindrance, except from the breaking down of the bridges, &c. &c., until I arrived one mile from this place, when the troops were fired at from the left or opposite bank of the Richelieu, and a man of the Royal Regiment wounded; several rifle-shots were also fired from a barn immediately in our front. I burnt the barn. On arriving at two hundred and fifty yards from the rebel works, I took up a position, hoping that a display of my force would induce some defection among these infatuated people; they, however, opened a heavy fire, which was returned. I then advanced to another position, one hundred yards from the works, but finding the defenders obstinate, I stormed and carried them, burning every building within the stockade, except that of the Hon. Mr. Debartsch, which, however, is much injured. The affair occupied about one hour. The slaughter on the side of the rebels was great, only sixteen prisoners were then made. I have counted 56 bodies, and many more were killed in the buildings and their bodies burnt. I shall occupy this village until the receipt of his Excellency's orders. My killed and wounded are as follow:—

Royal Regiment—1 serjeant, 1 rank and file, killed; 8 rank and file severely wounded; 7 rank and file slightly wounded.

66th Regiment—1 rank and file killed; 2 rank and file severely wounded; 1 rank and file slightly wounded.

Total—1 serjeant, 2 rank and file, killed; 10 rank and file severely wounded; 8 rank and file slightly wounded.

Every man and officer behaved nobly yesterday. Major Warde carried the right of the position in good style, and Captain Glasgow's artillery did good execution: he is a most zealous officer. Captain David's troop of Montreal Cavalry rendered essential service during the charge, and I regret that more are not attached to my force. My horse was shot under me, and the chargers of Major Warde and Captain David severely wounded, since dead.

I am, &c.

G. W. WETHERALL,

Commanding 2nd. Batt. Royal Regt.

The Deputy Adjutant-Gen., &c., &c., Montreal.

Chambly, Nov. 28, 1837.

SIR,—I have the honour to report my return to Chambly this evening, with the troops under my command. Having received authentic information, at St. Charles, on Sunday night, that a considerable body of the rebels had assembled near Point Oliviere, under Samere, for the purpose of cutting off my retreat from St. Charles, I resolved upon attacking them in preference to marching on St. Denis; my march was so delayed by the difficulty of procuring conveyance for the wounded men, that it was too late to proceed when I arrived at St. Hilaire. This morning I continued my march, leaving the sick and wounded at St. Hilaire, in the house of Colonel De Ronville, and a guard of one serjeant and fifteen men, in charge of Dr. Sewell, of the Montreal Cavalry, where I propose they shall remain until the ice on the river will admit of their being transported in sleighs. About a mile from St. Oliviere, the rebels were discovered in a position well adapted to check my progress; they had protected themselves with an abattis, and two contemptible guns mounted on carts; they fled as soon as I formed to attack, relinquishing their guns, which are in my possession; a few shots were exchanged, by which two men of the rebels were killed. I burnt a house from which they fired on their retreat. With the exception of a few straggling shot from the opposite side of the Richelieu, I reached this station without further opposition. I have brought in twenty-five prisoners, and propose marching with them to Montreal *via* St. John's and the Railway, the day after to-morrow, should I not receive counter orders. The party assembled at St. Denis have broken up since the affair of St. Charles.—I have, &c.

G. W. WETHERALL, Lieutenant-Colonel, Royal Regt.  
The Deputy Adjutant-Gen., Montreal.

Colonial-Office, Downing-street, January 1.

A dispatch has been received from Lieut.-General Sir John Colborne, K.C.B., Commander of the Forces in Canada, dated December 3, 1837, of which the following is an extract:—

Montreal, December 3, 1837.

MY LORD,—I have the honour to acquaint you, for the information of the General Commanding-in-Chief, that as soon as I could collect a sufficient force in Montreal, after the dispersion of the rebels in St. Charles, I ordered eight companies and three field-pieces to be assembled at Sorel, and to march on St. Denis. You will perceive, from the report from Col. Gore, that he entered St. Denis yesterday. I have every reason to believe that the *habitans* who had taken up arms on the Richelieu have returned to their homes. Her Majesty's troops occupy, at present, St. John's, Chambly, St. Charles, St. Denis, St. Ours, and Sorel, in the neighbourhood of which places there is no appearance of disturbance.

I have, &amp;c.

JOHN COLBORNE, Lieutenant-General.

Major-Gen. the Right Hon. Lord Fitzroy Somerset, K.C.B.

Head Quarters, Montreal, Dec. 7, 1837.

MY LORD,—I have the honour to acquaint you, for the information of the General Commanding-in-Chief, that Colonel Gore having received my instructions to move on to St. Denis, and to attack the rebels occupying that village, he marched from Sorel on the 1st instant, with eight companies under his command and three field-pieces. The rebels on the approach of her Majesty's troops abandoned their position and dispersed, leaving the arms and ammunition which they had collected in the village. Colonel Gore being informed that the principal leaders of the rebels had retired to St. Hyacinthe, marched to that town, by St. Charles, on the 4th instant, but on ascertaining that Wolfrid Nelson, Papineau, and other leaders of the revolt, had made their escape, he returned to St. Charles.

It appears from the report of Colonel Gore, which is annexed, that the



inhabitants, in the neighbourhood of St. Hyacinthe, have returned to their homes; and I am persuaded that the march of the troops through that part of the country has already produced a good effect. I have, &c.

J. COLBORNE, Lieut.-General.

Major-General the Right Hon. Lord Fitzroy Somerset.

Montreal, Dec. 7, 1837.

Sir,—I have the honour to report that I arrived at Sorel on Thursday evening, November 30, with the force under my command.\* On the morning of the 1st December, I attempted to break the ice in the Richelieu, with the steam-boat, John Bull, but on proceeding a mile, found it impracticable, when I landed and proceeded to St. Ours, where I halted for the night, and proceeded on the following morning to St. Denis, which I entered without opposition, that place having been abandoned the night before. The property of the rebel, Wolfred Nelson, was, in the course of the day and next morning, destroyed, and also the fortified house, and all the defences. On the morning of the 4th I marched on St. Charles, where I arrived at noon, with five companies and two guns, having left at St. Denis three companies and one gun, under Major Reid, 32nd Regiment. Having received information that some of the rebel chiefs were at St. Hyacinthe, I immediately proceeded, according to your Excellency's orders, to that place, which I entered in the evening; and surrounding the house where Papineau usually resided, at that place, it was strictly searched, but without finding him. I was accompanied by M. Crenier, the parish priest, who gave me every information in his power; and, I am happy to say, that it is his opinion that the habitants now begin to see their folly, and that they have been grossly misled. They have returned to their homes in the whole of the counties between the Richelieu and the Yamaska, and gave every assistance required for transport. I halted the troops on the 4th at St. Hyacinthe. The Curé called an assemblée of the principal inhabitants and the habitants: he addressed them with great eloquence, showing the selfish designs of their leaders, the folly of being led by them from their allegiance, exhorted them to continue in their homes and assist in arresting the rebel chiefs, and which they promised to do. I returned to St. Charles in the evening, directing the force at Hyacinthe to return next day; two companies of the 83rd to occupy St. Charles with one gun; three companies and one gun at St. Denis, with a detachment at St. Ours, and, taking the remainder of the force, four companies of the 32nd and an howitzer, I returned to Sorel, and arrived here this forenoon at eleven o'clock. This operation has produced the best effect possible,—it has opened the eyes of the habitants in these populous districts, where the influence of the rebel leaders was great, and shown the habitants her Majesty's troops, where their presence was least expected. The howitzer which was left on the road was recovered. An iron gun taken, and considerable quantities of arms and ammunition, found at St. Denis, were destroyed.—I have, &c.

CHARLES GORE, Colonel.

Lieut.-General Sir John Colborne, K.C.B.

Colonial Office, Downing-street, Jan. 24.

Dispatches have been received from Lieut.-General Sir John Colborne, K.C.B., Commander of the Forces in Canada, dated 13th and 15th December, 1837, of which the following are extract and copies:—

Extract from a dispatch from Lieut.-General Sir John Colborne, K.C.B., to Major-General Lord Fitzroy Somerset, K.C.B., dated Montreal, December 13, 1837.

I have the honour to acquaint you that, on the return of Colonel Gore,

\* Royal Artillery, 1 howitzer; 24th regt., 1 company; 32nd regt., 4 companies; 66th regt., 2 companies; 83rd regt., 1 company.

from St. Hyacinthe with part of the force under his command, I detached Lieut.-Colonel Hughes, of the 24th Regiment, with ten companies, to attack the rebels, which had entered St. Amand, from Swanton, in the United States. The brave and loyal volunteers of Missisqui, however, had, previously to the march of that officer from St. John's, dispersed the Canadians, of which he was in pursuit. They were commanded by Bouchette and Gaynon.

I proceed this day, with all my disposable force, towards St. Eustache, in expectation of speedily putting down the revolt in the Grand Brulé, in the county of the Two Mountains.

Head-quarters, St. Benoit, Grand Brulé, Dec. 15, 1837.

MY LORD,—In transmitting to you a copy of a dispatch to the General Commanding-in-Chief, I beg to inform your Lordship that I entertain no doubt that the revolt in Lower Canada is completely at an end. The whole of the habitants, who were in arms, in the county of the Lake of the Two Mountains, the most disturbed part of the district since the commencement of the revolt, are returning to their homes, and bringing in their arms to my head-quarters.—I have the honour to be, &c.

J. COLBORNE, Lieut.-General.

The Right Hon. Lord Glenelg, H. M. Secretary  
of State, Colonial Department.

(Copy.)

Head-quarters, St. Benoit, Grand Brulé.

MY LORD,—I marched with the disposable force under my command from Montreal on the 13th, and entered St. Eustache on the next day: this village had been occupied for ten days by about 1200 rebels, commanded by Chemien and Girod, two of the most active of their leaders.

On the appearance of the Queen's troops the greater part of the rebels dispersed, but others remained, and fired from the church and adjacent houses, which were taken without much loss.

I continued my march to St. Benoit, Grand Brulé, this morning, a section of the country in which more outrages have been committed than in any other part of the country since the commencement of the revolt.

It appears that the rebel army dispersed yesterday; and this morning the peasantry, which have been assembled, are bringing in their arms to head-quarters; and I have reason to believe that in every part of the country the habitants have returned to their houses, and that the revolt has been completely put down. Our loss has been inconsiderable. The details of the march I shall take an early opportunity of communicating to you.

I have the honour to be, &c.

J. COLBORNE, Lieut.-General.

Major-Gen. the Rt. Hon. Lord Fitzroy Somerset, &c.

Colonial-Office, Downing-Street, January 27.

A dispatch has been received from Lieut.-General Sir John Colborne, K.C.B., commander of the forces in Canada, dated December 22, 1837, of which and of its enclosures the following are extracts and copies:—

Extract of a dispatch from Lieut.-General Sir John Colborne, K.C.B., to Major-General Lord Fitzroy Somerset, K.C.B., dated head-quarters, Montreal, December 22.

I have the honour to transmit to you, with reference to my dispatches of the 13th and 15th inst., for the further information of the General Commanding-in-Chief, the details of the late movements of the troops acting against the rebels in this district. The habitants in arms between the Yamaska and the Richelieu having dispersed after the desertion of their leaders Wolfred Nelson, De Reveries, and Brown, I directed Major Reid, of the 32nd Regiment, to proceed to St. John's with part of the force which had returned to St. Charles from St. Hyacinthe, and unite with the companies

under Lieut.-Colonel Hughes, assembled at that post, for the purpose of attacking the Acadians, who had a second time taken the field, and had crossed the Richelieu, and joined the insurgents under Bouchette, at Swanton, in the United States' territory. Fortunately, however, the loyal population of the Messisquoi, and the Shefforel volunteers, routed the party before it had penetrated a mile into the township of St. Armand. This vigilance of the Messisquoi militia enabled me to withdraw several companies from St. John's and to make arrangements for entering the county of the Lake of the Two Mountains, the strong-hold of the rebels of Grand Brulé, and Riviere du Chene.

I had received information that the insurgents in that section of the country had assembled in greater force, and were more fully prepared for resistance than in any other part of the district of Montreal. They had driven from their homes every loyal subject, and pillaging an extensive tract, they provided for the reinforcements, which joined them from Vaudreuil, Terrebonne, and the neighbouring counties. Girod (a foreigner), Chenier, Girouard, and De Maichelle, the most able and active leaders of the revolt, had been for several weeks engaged in organising the insurgents, and were in possession of all the resources of the county.

St. Eustache being the principal post, I assembled the disposable force under my command at St. Martin's on the 13th instant, and directed Major Townsend to march on the following day from Carlton, with a detachment of the 24th Regiment and the volunteers of St. Andrews towards St. Benoit.

On the 14th I crossed the north branch of the Ottawa, three miles below St. Eustache, with two brigades and six field-pieces, and the Montreal volunteer cavalry and rifle corps, while Captain Globinsky's company of volunteers attracted the attention of the rebels by marching a more direct route. As the force, which had passed the river approached St. Eustache, Colonel Maitland's brigade, consisting of the 32nd and 83rd Regiments, and the cavalry, moved in front of the town towards the St. Benoit road, followed by the second brigade, commanded by Lieutenant-Colonel Wetherall, and entered it at several points.

Major Jackson, commanding the royal artillery, with the battery under his charge, opened a fire on the church, and the houses occupied by the rebels. Girod, and many of the rebels from St. Scholastique, abandoned the defence of the houses and walls, which they had previously occupied, on the approach of the troops; but the more determined of the rebels from St. Benoit, under Chenier, continued firing from the church and adjoining houses, till they were driven from them by the fire of the field-pieces placed in front of the church by Major Jackson, and the advanced parties of the Royal and 32nd regiments and rifle corps, which had been posted under cover of the unoccupied houses.

The reports of the officers commanding brigades are annexed for the information of the General Commanding-in-Chief.

The troops left St. Eustache early on the 15th, and on the march to St. Benoit were met by delegates from the rebels, authorised to acquaint me that they were prepared to lay down their arms unconditionally.

On our arrival at St. Benoit it was ascertained that all the rebel leaders had abandoned their deluded follower. I directed Colonel Maitland to proceed to St. Scholastique, with the 32nd Regiment and two field-pieces, and the remainder of the troops to march by St. Eustache to Montreal.

The good results of these movements have been proved by the return of the peasantry to their usual occupations, and the disappearance of armed parties of the rebels. It is scarcely possible to suppose that the loyal and peaceable subjects whose property had been pillaged, and who had so recently suffered from the outrages committed by the rebels of Grand Brulé and the Riviere du Chene, a population of the worst character, could be prevented, on being liberated from their oppressors, from committing acts of violence at St. Benoit.

The several departments under my orders have, at this critical period, by their great exertions, enabled me to assemble the troops promptly.

I have to assure the General Commanding-in-Chief, that from the time that the rebels appeared in position, no opportunity has been lost in attacking them constantly, as soon as a sufficient force could be collected to march against them, without exposing or leaving unprotected the important stations of Montreal, Chambly, St John's, and Sorel.

I have received on every occasion a zealous assistance from the Deputy Adjutant-General, Lieutenant-Colonel Eden, and the Deputy Quartermaster-General, Colonel Gore, and the officers of my personal Staff, and from Captain Foster, Royal Engineers, and Majors Jackson and Macbean, Royal Artillery, and the respective officers. The Commissary-General has by his able arrangement greatly facilitated the movement of the troops in this district, and of the reinforcements on the march from New Brunswick. On my return from the county of the Lake of the Two Mountains, I ordered part of the 24th Regiment to proceed in sleighs to Kingston and Toronto. I find, however, from my reports from Toronto, that the loyal Upper Canadians are fully prepared to defend their institutions, and to ensure the preservation of public peace, without the aid of her Majesty's troops. I cannot close this dispatch without mentioning that all the corps of volunteers of Montreal have occasionally taken the duties of this garrison, and thus enabled me to leave the town under their protection. From the reports and communications from every district, order has been restored.

Montreal Barracks, Lower Canada, December 29.

SIR,—I have the honour to report to your Excellency the course of proceedings of the first brigade under my command, consisting of the 32nd Regiment, commanded by Brevet-Major Reid, and the 83rd Regiment, commanded by Lieutenant-Colonel the Hon. Henry Dundas.

The troops having assembled at St. Martin's on the 13th instant, on the morning of the 14th the first brigade took the advance of the troops to be employed under your Excellency against the rebels assembled in force at St. Eustache. We left St. Martin's at eight A.M., and about eleven o'clock crossed the river, on the ice, without opposition, about half a league below St. Eustache; the light company of the 32nd Regiment, with two guns, under the command of Major Jackson, Royal Artillery, covering the advance of the troops. On our near approach, the rebels were seen crossing the ice in divisions to an island opposite the town, when orders were given by your Excellency for the two guns to open a fire upon them, which had the effect of making them retire back into the town.

The brigade again advanced in the same order, and the guns took up a position and opened a fire upon the church. As I perceived, with my glass, that they appeared to occupy the church in considerable force, the guns still continued to cannonade the church. It then, agreeably to the directions of your Excellency, changed direction to the right with the brigade; the 32nd Regiment leading, covered by its light company, and followed by the 83rd Regiment, under the command of Lieutenant-Colonel the Hon. Henry Dundas, with a view of securing the roads and bridges from the opposite side of the town, leading to the Grand Brulé road, where it was supposed that the rebels would eventually make a stand. The troops at this moment were within musket-shot of the town, and found the greatest difficulty in their advance, owing to the ruggedness of the ploughed fields, the depth of snow, and the strong fences they had to break through. They exerted themselves for this purpose with the greatest energy; and, having taken possession of the roads and bridges, succeeded in taking a number of prisoners who were running in great confusion from the town. My object being here accomplished, I left detachments of the 83rd to secure these places, and pushed in advance with the whole of

the 32nd Regiment towards the church, and occupied houses close to it on that side of the town. After remaining there some time, firing on the rebels in the church, I found myself obliged to withdraw from that advanced situation, as the regiment was then unavoidably exposed to the fire of our own artillery from the opposite side of the town, as well as that of the rebels, but detached the grenadiers, 1st and 2nd companies, to favourable positions, to intercept any of the rebels attempting to escape from the church; and which answered effectually, as, upon the taking of that building, a number of the rebels fell under the fire of part of these companies. On an attack like this, upon a town, much remains with the individual superintendence of commanding-officers of battalions, and, about this time, the 83rd Regiment were, by your Excellency's orders, directed to enter the town in another direction, in support of the 2nd battalion of the Royal Regiment. Fortunately we experienced no loss, owing to the favourable cover afforded the troops by the number of houses in this neighbourhood. The 32nd Regiment had only one man severely wounded.

I beg leave to recommend to your notice Brévet Major Reid, who commanded the 32nd Regiment the greater part of the day, my time being necessarily occupied in command of the brigade. The soldiers conducted themselves with steadiness and coolness, and showed great forbearance to the captured rebels. The church being soon taken, and the town in possession of the troops under your Excellency, and quartered there for that night, the brigade marched with the remainder of the division the following morning to St. Benoît, a distance of twelve miles from St. Eustache, and, meeting no opposition, entered the town, and remained there for that night. On the morning of the 10th, in obedience to your Excellency's orders, I marched to St. Scholastique, with two guns, under the command of Captain Howell, Royal Artillery, and the 32nd Regiment. On my approach to the town, I was met by the inhabitants of it with white flags; they surrendered up to me their arms and ammunition. I remained in this village for the night, and marched the following morning to St. Therese, where I halted for the night of the 17th; at this place also a number of arms were surrendered to me by the inhabitants. In the course of the evening I received information that W. H. Scott, of St. Eustache, one of the rebel chiefs, was concealed in a farm-house about five miles from the village.

I immediately despatched five of the cavalry who were attached to me in pursuit of him, and I am happy to say they succeeded in taking him prisoner.

The measure of your Excellency in directing this force to march through this part of the country appeared to me to have the most beneficial effect in restoring good order and tranquillising the minds of the people. On the morning of the 18th I marched to St. Martin's, on my return to Montreal, where I arrived the following day, at one o'clock.

I have the honour to be, &c.,

JOHN MAITLAND, Lieut.-Col. commanding 32nd Regt.

Col. commanding 1st Brigade.

His Excellency Lieut.-General Sir John Colborne,

K.C.B. and G.C.H., Commanding the Forces.

Montreal Barracks, December 21, 1837.

SIR,—In obedience to the orders of the Lieutenant-General commanding, I have the honour to report the progress of the brigade under my command, comprised as per margin,\* in the operations against St. Eustache and St. Benoît. The brigade assembled at St. Martin's on the 13th inst. On the following morning, the 14th, Globinsky's volunteers were detached on the upper road to St. Eustache, the woods bordering on which

\* Second battalion the Royal Montreal Rifles, Globinsky's Volunteers.

were occupied by some pickets of the rebels, and which the volunteers drove in or dispersed. The other troops of the brigade proceeded with the rest of the force by the La Rose road, crossing the Ottawa on the ice, about three miles below the village of St. Eustache. At about 600 or 700 yards from St. Eustache the artillery were found in position, battering the church and adjoining houses.

I was here directed to follow the 1st Brigade, which was making a détachement of the village, for the purpose of cutting off the retreat of the rebels by the St. Benoit road; but on arriving opposite the centre of the village I was directed to enter it, which I did, and having advanced up the main street, occupying the most defensible houses, and meeting with no opposition, I reported the circumstance to the Lieutenant-General, who desired me to detach an officer to bring up the artillery. In executing this duty the officer was driven back by a fire from the church, and the artillery entered the village by the rear, and opened their fire on the church-door, at the distance of 280 yards, while some companies of the Royal Regiment and the Rifles occupied the houses nearest to the church; after about an hour's firing, and the church-doors remaining unforced, a party of the Royal Regiment assaulted the presbytery, killed some of its defenders, and set it on fire.

The smoke soon enveloped the church, and the remainder of the battalion advanced; a straggling fire opened upon them from the seignor's house, forming one face of the square in which the church stood, and I directed the grenadiers to carry it, which they did, killing several, taking many prisoners, and setting it on fire.

At the same time part of the battalion, led by Major Gagy, provincial Assistant Quartermaster-General, and commanded by Major Warde, entered the church by the rear, and drove out and slew its garrison, and set the church on fire; 118 prisoners were made in these assaults. Lieutenant Ormsby's conduct was very conspicuous; Major Gagy was severely wounded, and the Royal Regiment had one man killed, and four wounded; and no other casualty occurred in the brigade. On the morning of the 15th, Globinsky's corps was left at St. Eustache, in charge of prisoners, and the remainder of the brigade, with the force under his Excellency's orders, marched to St. Benoit, where no opposition was offered. On the 17th the brigade returned to Montreal, bringing with it the prisoners.

I have the honour to be, &c.,

G. W. WETHERALL, commanding 2nd Batt. the Royal Regt.

The Deputy Quartermaster-General, &c., Montreal.

Return of killed and wounded of the troops under the command of his Excellency Lieutenant-General Sir John Colborne, K.C.B. and G.C.H., in the operation against St. Eustache, on the 14th December, 1837.

Montreal, December 20.

Royal Artillery—1 corporal; 2 privates wounded.

2nd Batt. 1st or Royal Regt.—1 private killed; 4 privates wounded.

32nd Regt.—1 private wounded.

Total—1 private killed; 1 corporal, 7 privates, wounded.

N.B.—Major C. B. A. Gagy, Provincial Assistant Quartermaster-General was also severely wounded.

JOHN EDEN, Deputy Adjutant-General.

It is needless to add, that the conduct of Sir John Colborne and the troops under his orders has been worthy the reputation of both. The British army has again asserted the honour and preserved the integrity of its country. To the troops and volunteers is this due in the present instance: let us hope it may not be overlooked.

## STATIONS OF THE BRITISH ARMY ON 1ST FEBRUARY, 1838.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt is stationed.]

- 1st Life Guards—Windsor.  
 2nd do.—Regent's Park.  
 Royal Horse Guards—Hyde Park.  
 1st Dragoon Guards—Dundalk, ord. for Canada.  
 1st do.—Cahir.  
 3rd do.—Ipswich.  
 4th do.—Manchester.  
 5th do.—Birmingham.  
 6th do.—Brighton.  
 7th do.—York.  
 1st Dragoons—Cork.  
 2nd do.—Dublin.  
 3rd do.—Bengal.  
 4th do.—Bombay.  
 6th do.—Dorchester.  
 7th Hussars—Dublin, ord. for Canada.  
 8th do.—Newbridge.  
 9th Lancers—Glasgow.  
 10th Hussars—Nottingham.  
 11th Light Dragoons—Bengal, ordered home.  
 12th Lancers—Hounslow.  
 13th Light Dragoons—Madras.  
 14th do.—Edinburgh.  
 15th Hussars—Leeds.  
 16th Lancers—Bengal.  
 17th do.—Coventry.  
 Grenadier Guards [1st batt.]—Tower.  
 Do. [2nd battalion]—Windsor.  
 Do. [3rd battalion]—Wellington B.  
 Coldstream Guards [1st batt.]—St. George's B.  
 Do. [2nd battalion]—St. John's Wld.  
 Sc. Fusilier Guards [1st batt.]—Dublin.  
 Do. [2nd battalion]—Portman B.  
 1st Foot [1st battalion]—Athlone.  
 Do. [2nd battalion]—Canada; Plymouth.  
 2nd do.—Bombay; Chatham.  
 3rd do.—Bengal; Chatham.  
 4th do.—Madras; Chatham.  
 5th do.—Ionian Isles; Portsmouth.  
 6th do.—Bombay; Chatham.  
 7th do.—Dublin.  
 8th do.—Jamaica; Galway.  
 9th do.—Bengal; Chatham.  
 10th do.—Fermoy.  
 11th do.—Ionian Isles, ord. for America; Cork.  
 12th do.—Mauritius; Kinsale.  
 13th do.—Bengal; Chatham.  
 14th do.—West Indies, Breecon.  
 15th do.—Canada; Buttevant.  
 16th do.—Bengal; Chatham.  
 17th do.—Bombay; Chatham.  
 18th do.—Ceylon; Castlebar.  
 19th do.—Templemore.  
 20th do.—Canterbury.  
 21st do.—Van Diemen's Land; Chatham.  
 22nd do.—Cork.  
 23rd do.—Dublin.  
 24th do.—Canada; Portsmouth.  
 25th do.—Limerick.  
 26th do.—Bengal; Chatham.  
 27th do.—Cape of G. Hope, Chatham.  
 28th do.—N. S. Wales; Chatham.  
 29th do.—Mauritius, ord. home; Devonport.  
 30th do.—Barruda; Sunderland.  
 31st do.—Bengal; Chatham.  
 32nd do.—Canada; Plymouth.  
 33rd do.—Gibraltar; Boyle.  
 34th do.—America; Fermoy.  
 35th do.—Mauritius; Londonderry.  
 36th do.—W. Indies; Plymouth.  
 37th do.—Jamaica; Plymouth.  
 38th do.—Dublin.  
 39th Foot—Madras; Chatham.  
 40th do.—Bombay; Chatham.  
 41st do.—Madras; Chatham.  
 42nd do.—Glasgow.  
 43rd do.—Canada; Plymouth.  
 44th do.—Bengal; Chatham.  
 45th do.—Madras, on passage home; Chatham.  
 46th do.—Gibraltar; Cork.  
 47th do.—Malta; Portsmouth.  
 48th do.—Birr.  
 49th do.—Bengal; Chatham.  
 50th do.—New South Wales; Chatham.  
 51st do.—Chatham, for Van Diemen's Land.  
 52nd do.—Gibraltar; Newcastle.  
 53rd do.—Ionian Isles; Dublin.  
 54th do.—Madras; Chatham.  
 55th do.—Madras; Chatham.  
 56th do.—Jamaica; Sheerness.  
 57th do.—Madras; Chatham.  
 58th do.—Ceylon; Youghal.  
 59th do.—Malta; Omagh.  
 60th do. [1st batt.]—Corfu; Hull.  
 Do. [2nd batt.]—Corfu; Jersey.  
 61st do.—Ceylon; Cashel.  
 62nd do.—Madras; Chatham.  
 63rd do.—Madras; Chatham.  
 64th do.—Jamaica; Dundee.  
 65th do.—America; Cork.  
 66th do.—Canada; Fermoy.  
 67th do.—W. Indies; Chatham.  
 68th do.—Jamaica; Waterford.  
 69th do.—W. Indies; Dover.  
 70th do.—Malta, ord. for W. Indies; Guernsey.  
 71st do.—Kilkenny.  
 72nd do.—Cape of Good Hope; Clonmel.  
 73rd do.—Ionian Isles, ord. for America; Cork.  
 74th do.—West Indies; Stirling.  
 75th do.—Cape of Good Hope; Drogheda.  
 76th do.—W. Indies; Fort George.  
 77th do.—Malta; Newbridge.  
 78th do.—Buttevant.  
 79th do.—Edinburgh.  
 80th do.—N. S. Wales; Chatham.  
 81st do.—Gibraltar; Carlisle.  
 82nd do.—Gibraltar; Nenagh.  
 83rd do.—Canada; Chester Castle.  
 84th do.—Jamaica, ord. home; Gosport.  
 85th do.—Canada; Tralee.  
 86th do.—Manchester.  
 87th do.—Mauritius; Longford.  
 88th do.—Bolton.  
 89th do.—West Indies; Gosport.  
 90th do.—Ceylon; Portsmouth.  
 91st do.—St. Helier; Paisley.  
 92nd do.—Malta; Ballinglar.  
 93rd do.—Halifax; Cork.  
 94th do.—Dublin.  
 95th do.—Newry.  
 96th do.—Enniskillen.  
 97th do.—Stockport.  
 98th do.—Weedon.  
 99th do.—Fermoy.  
 Rifle Brig. [1st batt.]—Woolwich.  
 Do. [2nd batt.]—Portsmouth.  
 Royal Staff Corps—Hythe.  
 1st West India Regiment—St. Lucia, &c.  
 2nd do.—New Providence and Honduras.  
 Ceylon Rifle Regiment—Ceylon.  
 Cape Mounted Riflemen—Cape of Good Hope.  
 Royal African Colonial Corps—Sierra Leone.  
 Royal Newfoundland Veteran Comp.—Newfd.  
 Royal Malta Fencibles—Malta.

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## STATIONS OF THE ROYAL NAVY IN COMMISSION 1ST FEB., 1838.

- Actæon, 26, Capt. Lord Edward Russell, South America.  
 Ætna, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.  
 African, st. sur. v. Capt. F. W. Beechey, Coast of Ireland.  
 Alban, st. v. Lieut. E. B. Tinling, W. Indies.  
 Algerine, 10, Lieut. W. S. Thomas, East Indies.  
 Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., K.C.H., particular service.  
 Asia, 24, Capt. W. Fisher, Mediterranean.  
 Astrea, 6, Capt. J. H. Plymridge, Falmouth.  
 Batham, 50, Capt. A. L. Corry, Mediterranean.  
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacon, 8, sur. v. Lieut. T. Graves, Medit.  
 Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.  
 Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.  
 Blazer, st. v. Lieut. J. M. Waugh, par. ser.  
 Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.  
 Boxer, st. v. Lieut. F. Bullock, par. ser.  
 Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.  
 Britomart, 10, Lieut. O. Stanley, Plymouth.  
 Brisk, 3, Lieut. A. Kellett, Portsmouth.  
 Buzzard, 3, Lieut. J. L. R. Stoll, C. of Afr.  
 Cameleon, 10, Lieut. J. Bradley, Lisbon station.  
 Cannon, st. v. Lieut. E. E. Owen, West Indies.  
 Carysfort, 26, Capt. H. B. Martin, Medit.  
 Castor, 36, Capt. E. Collier, Mediterranean.  
 Ceylon, 2, Lieut. J. G. McKenzie, rec. sh. Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Childers, 16, Com. Hon. H. Keppel, Medit.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Cleo 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbine, 18, Com. T. Henderson, Coast of Africa.  
 Comet, st. v. Lieut. G. T. Gordon, par. ser.  
 Comus, 18, Com. Hon. P. P. Cary, West Indies.  
 Constance, st. v. Lieut. W. Arlett, Medit.  
 Conway, 28, Capt. C. R. Drinkwater, E. Indies.  
 Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.  
 Crocodile, 28, Capt. J. Polkinghorne, West Indies.  
 Cruiser, 16, Com. W. A. Willis, Sheerness.  
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.  
 Dido, 18, Capt. L. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.  
 Donegal, 78, Rear-Adm. Sir J. A. O'Mannay, Capt. J. Drake, Lisbon.  
 Dublin, 50, Vice-Adm. Sir C. E. Hamond, Bart., K.R.C., Capt. R. Tait, S. America.  
 Echo, st. v. Lieut. W. James, West Indies.  
 Edinburgh, 74, Capt. W. W. Henderson, Lisbon.  
 Electra, 18, Com. W. Preston, Portsmouth.  
 Esjour, 10, Lieut. J. T. Paulson, Plymouth.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.  
 Fairy, 10, sur. v. Capt. W. Hewett, Woolwich.  
 Favorite, 18, Com. W. Croker, East Indies.  
 Firefly, st. v. Lieut. J. Pearce, partic. serv.  
 Flamer, st. v. Lieut. J. M. Potbury, W. Indies.  
 Fly, 18, Com. R. Elliott, South America.  
 Forester, 3, Lieut. Rosenberg, Coast of Africa.  
 Gannet, 16, Capt. W. G. H. Whish, West Indies.  
 Griffon, 3, Lieut. J. G. D'Urban, West Indies.  
 Harlequin, 16, Com. J. E. Erskine, Medit.  
 Harpy, 10, Lieut. Hon. G. R. A. Clements, W. Indies.  
 Harrier, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Vice-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon sta.  
 Hazard, 16, Com. J. Wilkinson, C. of Africa.  
 Hercules, 74, Capt. J. T. Nicolas, C.B., K.H., Plymouth.  
 Hermes, st. v. Lieut. W. S. Blount, Woolwich.  
 Houdel, 6, Lieut. H. Baillie, Falmouth.  
 Howe, 120, Vice-Adm. Sir R. Otway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.  
 Hyacinth, 18, Com. W. Warren, Portsmouth.  
 Inconstant, 36, Capt. D. Peung, particular serv.  
 Imogene, 28, Capt. H. W. Bruce, S. America.  
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.  
 Laine, 18, Com. J. P. Blake, East Indies.  
 Leveret, 10, Lieut. C. I. Bosanquet, Coast of Africa.  
 Lightning, st. v. Lt. Jas. Shambler, Woolwich.  
 Lily, 16, Com. J. Reeve, Plymouth.  
 Lynx, 3, Lieut. H. Broadhead, Portsmouth.  
 Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H., West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jama.  
 Maggie, 4, Lieut. T. S. Brock, Mediterranean.  
 Medea, st. v. Com. H. F. Austin, Med.  
 Megra, st. v. Lieut. G. Goldsmith, Woolwich.  
 Melville, 74, Rear-Adm. Hon. G. Elliott, C.B., Capt. Hon. R. S. Dundas, Cape of Good Hope and Coast of Africa.  
 Meteor, st. v. Lieut. G. W. Smith, Woolwich.  
 Minden, 74, Capt. A. R. Sharpe, C.B., Med.  
 Modeste, 18, Com. H. Eyres, Woolwich.  
 Nautilus, 10, Lieut. Beaufy, Portsmouth.  
 Nimrod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Com. Lord John Hay, Lisbon station.  
 Orestes, 18, Com. J. J. F. Newell, Medit.  
 Patridge, 10, Lieut. W. Morris, Portsmouth.  
 Pearl, 20, Com. Lord C. E. Paget, W. Indies.  
 Pelican, 16, Com. B. Popham, Coast of Africa.  
 Pelorus, 16, Com. T. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moesley, C.B., Medit.  
 Phoenix, st. v. Com. W. H. Henderson, Lisbon station.  
 Pickle, 5, Lieut. P. Hast, W. Indies.  
 Pucher, Lieut. T. Hope, Chatham.  
 Pique, 36, Capt. E. Boxer, particular service.  
 Pluto, st. v. Lieut. J. Duffill, Lisbon sta.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 President, 52, Rear-Adm. C. B. Ross, C.B., Capt. J. Scott, South America.  
 Princess Charlotte, 104, Adm. Hon. Sir R. Stopford, G.C.B., Capt. A. Fanshawe, Med.  
 Pylades, 18, Com. W. L. Castle, Coast of Africa.  
 Rachel, Com. H. W. Crawford, Plymouth.  
 Racer, 16, Com. J. Hope, West Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 16, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Medit.  
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.  
 Rhadamanthus, st. v. Com. A. Wakefield, Mediterranean.  
 Ringdove, 16, Com. H. P. Nixon, W. Indies.  
 Rodney, 92, Capt. Hyde Parker, Medit.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beaulieu, G.C.B., G.C.H., Capt. Sir Wm. Elliott, C.B., K.C.H., Plymouth.  
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H., Portsmouth.  
 Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.  
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Medn.  
 Salamander, st. v. Com. S. C. Dacres, Lisbon station.



*Samarang*, 28, Capt. W. Broughton, S. America.  
*San Josef*, 110, Capt. J. Hancock, C.B., guard-  
 ship, Plymouth.  
*Sapphire*, 28, Capt. R. F. Rowley, Mediterran.  
*Sappho*, 16, Com. T. Fraser, West Indies.  
*Saracen*, 10, Lieut. H. W. Hill, Co. of Africa.  
*Satellite*, 18, Com. I. Robb, West Indies.  
*Savage*, 10, Lieut. Hon. E. R. Curzon, Lisbon  
 station.  
*Scorpion*, 10, Lieut. C. Gayton, Lisbon station.  
*Scout*, 18, Com. R. Craigie, Coast of Africa.  
*Seylla*, 16, Com. Hon. J. Denman, Lisbon sta.  
*Seadower*, 4, Lieut. J. Roche, Port-mouth.  
*Seringapatam*, 46, Capt. J. Leith, West Indies.  
*Serpent*, 16, Com. R. L. Warren, W. Indies.  
*Skipjack*, 5, Lieut. J. J. Robinson, W. Indies.  
*Snake*, 16, Com. A. Milne, West Indies.  
*Sparrow*, 10, Lieut. R. Lowen, par. service.  
*Sparrowhawk*, 16, Com. J. Shepherd, South  
 America.  
*Speedy*, 8, Lieut. J. M. Mottley, particular serv.  
*Spider*, 6, Lieut. J. O'Reilly (a) South America.  
*Spithre*, st. v. 6, Lieut. A. Kennedy, particular  
 service.  
*Stag*, 46, Capt. T. B. Sullivan, C.B., S. America.  
*Starling*, sur. v. Lieut. H. Kellett, S. America.  
*Sulphur*, sur. v. Com. E. Belcher, S. America.  
*Talavera*, 74, Capt. W. B. Mends, Lisbon sta.  
*Temeraire*, 104, Capt. T. F. Kennedy, guard-ship,  
 Sheerness.

*Thalia*, 46, Rear-Admiral Sir P. Campbell,  
 K.C.B.; Capt. R. Wauchope, Cape of Good  
 Hope and Coast of Africa.  
*Thunder*, sur. v. Lieut. Smith, West Indies.  
*Tribune*, 24, Capt. J. Tomkinson, Mediter.  
*Trinculo*, 16, Com. H. F. Coffin, Lisbon station.  
*Tweed*, 20, Com. Hon. F. T. Pelham, Lisbon sta.  
*Tyne*, 28, Capt. J. Townshend, Med.  
*Vanguard*, 80, Capt. Sir Thos. Fellowes, Kt. C.B.  
 Mediterranean.  
*Vesta*, 26, Capt. T. W. Carter, Sheerness.  
*Victor*, 16, Com. R. Crozier, East Indies.  
*Victory*, 104, Capt. T. Searle, C.B., guard-ship,  
 Portsmouth.  
*Viper*, 6, Lieut. W. Winniett, Coast of Africa.  
*Volage*, 28, Capt. H. Smith, Chatham.  
*Volcano*, st. v. Lieut. W. M'Ilwaine, Medn.  
*Wanderer*, 16, Com. T. Bushby, West Indies.  
*Wasp*, 18, Com. Hon. D. W. A. Pelham, Med.  
*Water Witch*, 10, Lieut. W. Dickey, C. of Africa.  
*Wellesley*, 74, Rear-Admiral Sir F. L. Mait-  
 land, K. C. B.; Capt. T. Maitland, E. Indies.  
*William and Mary*, yacht, Capt. P. Hornby,  
 Woolwich.  
*Winchester*, 53, Vice-Admiral the Hon. Sir T.  
 B. Capel, K.C.B., Captain E. Spaishott,  
 K.H., East Indies.  
*Wizard*, 10, Lieut. E. L. Harvey, S. America.  
*Wolf*, 18, Com. E. Stanley, East Indies.  
*Wolverine*, 16, Com. Hon. E. Howard, Mediter.  
*Zebra*, 16, Capt. R. C. M'Crea, East Indies.

## SLOOP OF WAR COMMISSIONED AS PACKETS.

*Alert*, Lieut. C. H. Norrington.  
*Brisais*, Lieut. John Downey.  
*Delight*, Lieut. J. Moore (b).  
*Express*, Lieut. W. G. Croke.  
*Goldfinch*, Lieut. Edw. Collier.  
*Hope*, Lieut. W. L. Rees.  
*Lapwing*, Lieut. F. R. Coghlan.  
*Linnæ*, Lieut. W. Downey.  
*Lyra*, Lieut. W. Forrester.  
*Magnet*, Lieut. S. Griffith.  
*Mutine*, Lieut. Richard Pawle.  
*Nightingale*, Lieut. G. Fortescue.

*Opossum*, Lieut. Robt. Peter.  
*Pandora*, Lieut. R. W. Innes.  
*Pigeon*, Lieut. W. Luce.  
*Ranger*, Lieut. J. H. Turner.  
*Reindeer*, Lieut. H. P. Dicken.  
*Seagull*, Lieut. J. Parsons.  
*Sheldrake*, Lieut. A. R. L. Passingham.  
*Skylark*, Lieut. C. P. Ladd.  
*Spey*, Lieut. Rob. B. James.  
*Star*, Lieut. C. Smith.  
*Swift*, Lieut. D. Welch.  
*Tyrian*, Lieut. Ed. Jennings.

## PROMOTIONS AND APPOINTMENTS.

## 'NAVY.

## PROMOTIONS.

## TO BE CAPTAINS.

Edward H. Scott.  
 John F. Appleby.

## TO BE COMMANDERS.

James L. Parkin.  
 Colson Festing.  
 George Elliot.

## TO BE LIEUTENANTS.

Richard Studdart.  
 Wm. Hugh Dobbie.  
 Alexander Little.  
 John Godolphin Burslem.  
 J. Fitzjames.  
 E. P. Charlewood.

## TO BE SURGEONS.

William Doak.  
 C. David MacLarum.

## TO BE PURSERS.

D. Conway.  
 James Mountshaven.  
 R. T. Reefs.

## APPOINTMENTS.

## CAPTAINS.

Sir John Louis, Bart. Superintendent of Malta  
 Dockyard.

Phipps Hornby, C.B. Superintendent of Wool-  
 wich Dockyard.  
 John Coope, C.B. Superintendent of Plymouth  
 Victualling-yard and Hospital.

## LIEUTENANTS.

W. Critchell.....Electra.  
 F. Blacker.....Coast Guard.  
 R. Dawson.....Do.  
 J. Brown.....Do.  
 J. C. Sicklemore.....Do.  
 J. Mottley.....Do.  
 W. B. Amiel.....Do.  
 W. Parsons.....Do.  
 S. Wyde.....Do.  
 M. Combe.....Do.  
 H. Harvey.....Do.  
 A. L. Kupei.....Alligator.  
 G. Weston.....Princess Charlotte.  
 W. Morris (b).....to com. Partridge.  
 G. Beaufoy.....to com. Nautilus.  
 J. T. Paulson.....to com. Espoir.  
 T. Hope (a).....to com. Fischer.

## MASTERS.

M. Bradshaw.....Temeraire.  
 W. J. W. Burney.....Electra.

## SURGEON.

C. A. Browning.....Hercules.

## ASSISTANT-SURGEONS.

T. Scallan.....Britannia.

R. Chambers.....Do.

— Booth, M.D.....Do.

J. Housley.....Do.

J. Tait.....Beagle.

F. J. Whipple.....Alligator.

A. Murray.....Tyne.

T. Stratton.....Haslar Hospital.

J. M. Minister.....Royal Adelaide.

C. R. Kinnear.....Do.

J. G. Williams.....Espoir.

J. C. Mottley.....Nautilus.

J. A. Miller.....Partridge.

## PURSERS.

H. South.....Volage.

— Elkins (acting).....Cornwallis.

## ARMY.

## OFFICE OF ORDNANCE, Dec. 27.

Royal Regiment of Artillery—Gent. Cadets to be Second-Lieuts. :—Murray Octavius Nixon, vice Hawker, prom.; Henry Lynedock Gardiner, vice Warburton, prom.; Benjamin Bathurst, vice Cocks, prom.; H. B. Savile, vice Fyers, prom.; Robert Parker Radcliffe, vice R. Harvey, prom.; Thos. Knox, vice W. F. Crofton, prom.; Charles Wright Younghusband, vice Morrill, prom.; Thomas Cromie Lyle, vice Wilkins, prom.

Corps of Royal Engineers—Gent. Cadets to be Second-Lieuts. :—Francis William D'Alton, vice Hutchinson, prom.; Arthur Henry Freeling, vice Hamilton, prom.; Henry St. George Oil, vice Lugard, prom.; Fred. Lemesurier, vice Hadden, prom.; David Wm. Tylice, vice Beaton, prom.; H. C. B. Moody, vice S. Freeth, prom.; J. L. A. Simmons, vice M'Kerlie, prom.; G. A. Leach, vice Symonds, prom.; Richard Tylden, vice Hamby, prom.; Philip John Stapleton Barry, vice Beatty, prom.; Henry Arthur White, vice Gordon, prom.; Paul Bernard Whittingham, vice Dill, prom.; Phipps John Hornby, vice Fellows, prom.; James Wm. Gosset, vice Downes, prom.

## WAR OFFICE, Dec. 29.

1st Dragoon Guards—Lieut. George Dennis' toun Scott to be Capt. by purch. vice Dames' who retires; Cornet Manaton Pison to be Lieut. by purch. vice Scott; Bingham Newland, Gent. to be Cornet by purch. vice Pison.

2nd Dragoons—Brevet-Colonel John Richard Ward from h.p. Unatt. to be Lieut.-Colonel, vice Arthur W. M. Lord Sandys, who exch.; Major Charles Wyndham to be Lieut.-Colonel by purch. vice Ward, who retires; Capt. John Frederick Sales Clark to be Major by purch. vice Wyndham; Lieut. Robert Miller to be Capt. by purch. vice Clark; Cornet George Augustus Frederick Lord Glenlyon to be Lieut. by purch. vice Millar; Mark Milbank, Gent. to be Cornet by purch. vice Lord Glenlyon.

5th Foot—Brevet-Major David England Johnson to be Major by purch. vice Lord Charles Wellesley, prom.; Lieut. Philip M. Nelson Guy to be Capt. by purch. vice Johnson; Second-Lieut. Thomas Eyr to be First-Lieut. by purch. vice Guy; Hugh Percy Baker, Gent. to be Second-Lieut. by purch. vice Eyr.

9th—Robert Harthill, Gent. to be Assist.-Surg. vice Griffin, dec.

15th—Henry Franklin, Gent. to be Assist.-Surg. vice Bain, prom. in 34th Foot.

29th—Lieut. Henry Montgomerie Cunningham, from 94th Foot, to be Lieut. vice Kelly, who exch.

34th—Assist.-Surg. W. Bain, M.D., from 15th Foot, to be Surg. vice Griffin, app. to 85th Foot.

35th—Thomas Teulon, Gent. to be Ensign by purch. vice Haldock, who retires.

37th—Arthur B. Alexander Bowers, Gent. to be Ensign without purch. vice Hamilton, whose app. has not taken place; Serj.-Major Richard Hamilton to be Quartermaster, vice Hayes,

dec.; Thomas D'Arcy, Gent. to be Assist.-Surg. vice Neill, prom. in 56th Foot.

38th—Capt. John Campbell to be Major by purch. vice Hopper, who retires; Lieut. William Littlejohn O'Halloran to be Capt. by purch. vice Campbell; Ensign Thos. Anderson to be Lieut. by purch. vice O'Halloran; William Henry Hopper, Gent. to be Ensign by purch. vice Anderson.

52nd—Quartermaster Serjeant—Claude to be Quartermaster, vice John Morgan, who retires upon h.p.

56th—Ensign Hugh Dennis Crofton to be Lieut. without purch. vice Lacy, app. Adjutant; Frederick George Thomas Deshon, Gent. to be Ensign, vice Crofton; Lieut. Richard Walter Lacy to be Adjutant, vice Walmsley, prom.; Assist.-Surg. Matthew Neill, from the 37th Foot, to be Surg. vice Dawson, prom.

64th—Lieut. Edward Mandeville to be Capt. without purch. vice Wright, dec.; Lieut. John Ayres Kingdom to be Capt. without purch. vice Dillon, dec.; Ensign Edward Jones Coxo to be Lieut. vice Mandeville; Ensign Ambrose Barcroft Parker to be Lieut. vice Kingdom; Ensign John Sligo Kerwan to be Lieut. by purch. vice Coxo, whose prom. by purch. has not taken place; Ensign James Dutton Smyth to be Lieut. by purch. vice Parker, whose prom. by purch. has not taken place; James Dillon, Gent. to be Ensign without purch. vice Kirwan; Henry Downes, Gent. to be Ensign without purch. vice Smyth.

67th—Capt. Edward Eustace Hill, from h.p. Unatt. to be Capt. vice Isaac Elton, who exch.; Lieut. Charles Christopher Davie to be Capt. by purch. vice Hill, who retires; Ensign John Porter to be Lieut. by purch. vice Parker, who retires; Ensign Charles Barnard Hague to be Lieut. by purch. vice Davie; Capel Coape, Gent. to be Ensign by purch. vice Porter; Wm. Robert Adair, Gent. to be Ensign by purch. vice Hague.

79th—Lieut. John Stewart Smyth to be Capt. by purch. vice Macdonald, who retires; Ensign W. Monro to be Lieut. by purch. vice Smyth; Fred. Milbank, Gent. to be Ensign by purch. vice Monro.

85th—Surg. George Griffin, from 34th Foot, to be Surg. vice G. Home, who retires upon h.p.

94th—Lieut. E. H. M. Kelly, from 29th Foot, to be Lieut. vice Cunningham, who exch.

Royal Malta Fencible Regt.—Major Marquis Guiseppe de Piro to be Lieut.-Colonel, with local and temporary rank in the Army.

Unattached—Major Lord Charles Wellesley, from 5th Foot, to be Lieut.-Colonel by purch.; Lieut. Charles Frederick Sweeney, from 25th Foot, to be Capt. without purch.

Hospital Staff—Surg. William Dawson, M.D. from 56th Foot, to be Surg. to the Forces, vice Stewart, dec.

Memorandum—Lieut.-Colonel Henry Hubert Farquharson, upon h.p. Unatt. has been allowed to retire from the Service, with the sale of an attached Lieut.-Colonelcy, he being about to become a settler in Canada.

## OFFICE OF ORDNANCE, Jan. 5.

Royal Regiment of Artillery—Lieut.-Colonel John Alcock Clement to be Colonel, vice Godby, dec.; Capt. and Brevet-Major Frederick Arabin to be Lieut.-Colonel, vice Clement; Second-Capt. Richard Say Armstrong to be Capt. vice Arabin; First-Lieut. Richard James Dacres to be Second-Capt. vice Armstrong; Second-Lieut. Hyde Popham Parker to be First-Lieut. vice Dacres.

## WAR-OFFICE, Jan. 9.

1st or Grenadier Regiment of Foot Guards—Capt. and Lieut.-Colonel Robert Ellison to be Major and Colonel by purch. vice Jodrell, who retires; Lieut. and Capt. George Edmund Nugent to be Capt. and Lieut.-Colonel by purch. vice Ellison; Ensign and Lieut. Hon. George Carlogan to be Lieut. and Capt. by purch. vice Nugent; Ensign Edward G. Wynyard, from 69th Foot, to be Ensign and Lieut. by purch. vice Cadogan.

7th Foot—Ensign Charles Lennox Wyke, from 38th Foot, to be Lieut. by purch. vice Stanley, who retires.

8th—Brevet-Lieut.-Colonel George Germain Cochrane, from h.p. 3rd Provisional Battalion Militia, to be Major, vice Turner, app. on a particular service; Capt. Charles Sainth Mallet to be Major by purch. vice Cochrane, who retires; Lieut. David Gardiner to be Capt. without purch. vice Thompson, dec.; Lieut. Walter Ogilvy to be Capt. by purch. vice Mallet; Ensign Fred. Douglas Lumley, from the 84th Foot, to be Lieut. vice Gattiner; Ensign Colthrust Holder to be Lieut. by purch. vice Ogilvy; (has. Fred. Boughton Greville Dickenson, Gent. to be Ensign by purch. vice Holder.

21st—Second-Lieut. Thomas Rytchesa Mortimer to be First-Lieut. without purch. vice Young, dec.; John Lewis Mortimer, Gent. to be Second-Lieut. by purch. vice Mortimer.

23rd—Second-Lieut. Wellington Chas. Cecil Baker to be First-Lieut. by purch. vice Gough, who retires; Gent. Cadet Dudley C. Hill, from R.M.C. to be Second-Lieut. without purch. vice Baker, prom.

38th—Charles John Prichard, Gent. to be Ensign by purch. vice Wyke, prom. in 7th Foot.

48th—Thomas James Dundas, Gent. to be Ensign by purch. vice Mills, whose app. has not taken place.

84th—Gent. Cadet Charles F. Seymour, from R.M.C. to be Ensign without purch. vice Lumley, prom. in 8th Foot.

93rd—Capt. John Wilson, from h.p. Unatt. to be Capt. without purch. vice Banner, dec.

The following Officers are commissioned for a particular service, from 1st Jan. 1838:—

To be Lieut. Colonels—Lieut. Colonels Robt. Nickle, Joseph Paterson, Hon. George Gathcarr, and Ernest Frederick Gascoigne, from h.p. Unatt.; Robert Roberts Loring, late Inspecting Field-Officer of Militia in Nova Scotia; William Marshall, late Inspecting Field-Officer of Militia in Nova Scotia; Charles Barker Turner, from 8th Foot; William Cox, late Inspecting Field-Officer of Militia in Nova Scotia; and Charles Cyril Taylor, from h.p. 20th Foot.

To be Majors—Majors Wm. Freke Williams, Frederick Alexander Mackenzie Fraser, John Campbell, senior, Plomer Young, Lewis Carmichael, and Robert Austtuther, from h.p. Unatt.; George Dry Hall, from h.p. Royal Staff Corps; Charles Head, Samuel Dilman Pritchard, and Sir James John Hamilton. Bart. from h.p. Unatt.

To be Captains—Captains George de Rottenburg, Graves Chamney Swan, and Jasper Byng Creagh, from h.p. Unatt.

Memorandum—The Christian name of Cornet

and Ridingmaster Winterbottom, of the 1st Life Guards, is Robert, and not John.

## WAR OFFICE, Jan. 12.

1st Dragoon Guards—Cornet and Adjutant Richard Hollis to have the rank of Lieut.

1st Grenadier Guards—Lieut. and Capt. Frederick Clinton to be Capt. and Lieut.-Colonel by purch. vice Brevet-Colonel Brooke, who retires; Ensign and Lieut. Henry George Conroy to be Lieut. and Capt. by purch. vice Clinton; Edward William Pakenham, Gent. to be Ensign and Lieut. by purch. vice Conroy.

16th Foot—Lieut. John Bruce to be Adjutant, vice Fairtlough, whose app. has not taken place.

25th—Lieut. Herbert Wyatt, from h.p. of 1st Foot, to be Lieut. repaying the difference, vice Sweeney, prom.; Ensign Edward Priestly to be Lieut. by purch. vice Wyatt, who retires; Robert Henry Lindsell, Gent. to be Ensign by purch. vice Priestly; Lieut. Edward R. Priestly to be Adjutant, vice Sweeney, prom.

37th—Charles Arnold Logic, Gent. to be Assist.-Surg. vice D'Arcy, app. to the Staff.

48th—Ensign George William Henderson to be Lieut. without purch. vice Williamson, prom. in the 63rd Foot; Gent. Cadet Andrew Green, from R.M.C. to be Ensign, vice Henderson.

59th—Lieut. David Elliott McKirdy, from 95th Foot, to be Lieut. vice Dobson, who exch.; Patrick Davidson, M.D. to be Assist.-Surg. vice Taylor, app. on the Staff.

62nd—Lieut. William Ambrose Pinder to be Capt. by purch. vice Lewis, who retires; Ensign Augustus Harris to be Lieut. by purch. vice Pinder; James Elkington, Gent. to be Ensign by purch. vice Harris.

63rd—Lieut. Thomas Paul Williamson, from 48th Foot, to be Capt. without purch. vice Pedder, dec.

64th—Gent. Cadet Thomas M. Steele, from R.M.C. to be Ensign without purch. vice Downes, whose app. has not taken place.

65th—Ensign Frances Wise to be Lieut. by purch. vice Bates, who retires; Ensign Patrick Day Stokes to be Lieut. by purch. vice Edwards, who retires; Charles Guy Trafford, Gent. to be Ensign by purch. vice Wise; Oliver Nicolls, Gent. to be Ensign by purch. vice Stokes.

95th—Lieut. Thos. James Dobson, from 58th Foot, to be Lieut. vice McKirdy, who exch.

Brevet—Lieut.-Colonel Geo. Greenwood, 2nd Life Guards, to be Colonel in the Army.

Hospital Staff—To be Assistant-Surgeons to the Forces—Staff-Assist.-Surg. John Robert Taylor, from 58th Foot; Assist.-Surg. Thomas D'Arcy, from 37th Foot; William Home, M.D. Memorandum—The Christian names of Cornet Milbank, of the 2nd Regt. of Dragoons, are Mark William Vance; the Christian names of Ensign Milbank, of 79th Foot, are Frederick Aclom.

## OFFICE OF ORDNANCE, Jan. 15.

Royal Regiment of Artillery—First-Lieut. Charles William Wingfield to be Second-Capt. vice Motley, retired; Second-Lieut. the Hon. Robert Chas. Henry Spencer to be First-Lieut. vice Wingfield.

## WAR-OFFICE, Jan. 19.

4th Foot—Charles W. Flint Hunter, M.D. to be Assist.-Surg. vice Farry, app. on the Staff.

6th—Staff Assist.-Surg. William Thompson, M.D. to be Surg. vice Goodriche, who retires upon h.p.

38th—Capt. Charles Boyd, from h.p. Unatt. to be Capt. vice Aldworth Blennerhasset, who exch. receiving the difference.

49th—Ensign Richard Augustus Seymour to be Lieut. by purch. vice Robinson, who retires; Robert Blackall, Gent. to be Ensign by purch. vice Seymour.

69th—Lieut. William Charles Harris to be Capt. by purch. vice Hayly, who retires; Ensign William Cross to be Lieut. by purch. vice Harris; William Barrington Browne, Gent. to be Ensign by purch. vice Cross.

69th—Charles Arthur James Geo. Annesley, Gent. to be Ensign by purch. vice Wynyard, app. to Gren. Regt. of Foot Guards.

75th—Ensign Geo. Wm. Conyngham Stuart to be Lieut. by purch. vice Brabazon, who retires; Gent. Cadet St. John Thomas Gore, from R.M.C. to be Ensign by purch. vice Stuart.

97th—Lieut. Augustus Frederick Welsford to be Capt. by purch. vice Keating, who retires;

Ensign Walter Boyd to be Lieut. by purch. vice Welsford; Frederick William Lane, Gent. to be Ensign by purch. vice Boyd.

98th—Quartermaster-Serj. James Fagan to be Quartermaster, vice Luke Castray, who retires upon h.p.

Brevet—The undermentioned Cadets of the Honorable the East India Company's Service to have the temporary rank of Ensign, during the period of their being placed under the command of Colonel Pasley of the Royal Engineers, at Chatham, for field instructions in the art of Sapping and Mining—Gent. Cadets John Reid Becher, and John Staples Alexander.

Hospital Staff—Assist.-Surg. William Parry, from 4th Foot, to be Assist.-Surg. to the Forces, vice Thompson, prom. in the 6th Foot.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

At Grahamstown, Cape of Good Hope, the Lady of Capt. Herbert, 75th Regt. of a daughter.

At Kingston, Upper Canada, the Lady of Capt. H. Young, 24th Regt. of a daughter.

Dec. 13, at Gibraltar, the Lady of Lieut.-Col. the Hon. A. F. Ellis, 2nd Batt. 60th Regt. of a son.

Dec. 16, at Dawlish, the Lady of Lieut. H. Jackson, 62nd Regt. of a daughter.

The Lady of the Hon. Major-Gen. Pakenham, of a son.

Dec. 21, at Stonehouse, near Devonport, the Lady of Lieut. Walsh, R.M. of a son.

Dec. 26, at Exeter, the Lady of Capt. Brutton, R.M. of a daughter.

At Cork, the Lady of Capt. Talbot, 43rd L. I. of a son.

In Dublin, the Lady of Lieut. James Gilbert, R.N. of a daughter.

In Montague-square, the Lady of Capt. Fuller, R.N. of a son and heir.

At Belfield, Fifeshire, the Lady of Capt. Moncrieff, Scots Fusilier Guards, of a son.

At Hackwood Park, the Lady of Capt. Cathbert, 15th Regt. of a daughter.

Jan. 9, at Salisbury, the Lady of Lieut. Mortimer Whitmore, Royal Fusiliers, of a daughter.

In Athlone, the Lady of Major Deane, Royal Regt. of a son.

At Longford, the Lady of Capt. Buus, 19th Regt. of a daughter.

At Rathmines, the Lady of Major Marshall, R.E. of a son.

Jan. 15, at Woolwich, the Lady of Lieut. Lowry Wynne, R.A. of a son.

Jan. 18, at Warlington Lodge, Hants, the Lady of Major Sir Granville Temple Temple, Bart. Unatt. of a daughter.

At Greenmont, Belfast, the Lady of Lieut.-Col. McGregor, 93rd Highlanders, of a son.

### MARRIAGES.

Sept. 27, at Cape Town, Collis C. J. Delmege, Esq. M.D. 27th Regt. to Susan Mary, second daughter of A. Chiappini, Esq.

Oct. 25, by special license, at the Cape of Good Hope, Capt. J. E. Alexander, 42nd Highlanders, to Marie Eveline, daughter of Major C. C. Michell, K.H. Surveyor-General of the Colony.

At Fredericton, New Brunswick, Captain Tryon, 43rd Light Infantry, to Elizabeth, only daughter of Major-Gen. Sir J. Harvey, Lieut.-Governor of that Province.

Nov. 28, at Malta, Dr. W. H. B. Jones, Surg. R.N. to Ann, fourth daughter of the late Com. Silver.

At Starcross, Exeter, G. Peacock, Esq. Master, R.N. to Jane, third daughter of the late W. Ashe, Esq.

At Bath, Capt. Colin Mackenzie, R.E. to Ann, daughter of the late John Pendrill, Esq.

At Benown, Lieut. R. B. Beecher, R.N. to Frideswide Maria Moore, eldest daughter of Robert Smyth, Esq. of Portlick Castle, County Westmeath.

Dec. 26, at Lonehouse, near Devonport, Capt. J. Clarke, R.M. to Miss Wood.

Capt. John Buckley, 92nd Highlanders, to Frances Elizabeth, daughter of the late Lieut. Joseph Fowler, Royal Regt.

At Plumstead, Lieut.-Colonel Russel, R.A. to Elizabeth, daughter of the Rev. W. J. Emmett, of Cran Hill House, near Bath.

At Liverpool, Lieut. F. Todd, 33rd Regt. to Belinda, daughter of C. Moore, Esq. of Newry.

Jan. 6, at Malta, Lieut. W. R. Meuds, of H.M.S. Rodney, eldest son of Capt. Meuds, of H.M.S. Talavera, to Melita, third daughter of J. Stilton, M.D. Surg. R.N.

At Knockbreda, Down, Captain Sir B. B. McMahon, Bart. Scots Fusilier Guards, to Maria, eldest daughter, of Sir R. Bateson, Bart. M.P. for Londonderry.

Jan. 10, at Stonehouse, near Devonport, Capt. Errington, 51st or King's Own Light Infantry, to Eliza Helen, eldest daughter of John London, Esq. Secretary to Adm. Sir Robert Stopford.

At Chichester, Lieut. W. N. Boyce, R.N. to Anne Helena, widow of Lieut. F. N. Price, Bengal Artillery.

At Berwick, Capt. W. Elliott, 88th Regt. to Jane, only daughter of Alexander Kellock, Esq. M.D.

Jan. 18, at Hambleton, Capt. F. Gambier, R.N. to Hester, only daughter of T. Butler, Esq. of Berry Lodge, Hants.

### \*DEATHS.

June 24, at Madras, Capt. Pedder, 63rd Regt. June 28, at Belgaum, Bombay, Capt. Jackson, 2nd Regt.

July 4, at Chinsurah, Bengal, Assist.-Surg. Griffin, 9th Regt.

Aug. 18, at Mauritius, Lieut. Stafford, 87th Regt.

Aug. 24, at Secunderabad, Madras, Lieut. Daubeney, 55th Regt.

Sept. 1, at Poonah, Bombay, Ensign Perfect, 17th Regt.

Sept. 21, at Demerara, Assist.-Surg. Turner, 69th Regt.

Sept. 23, Lieut. J. Jermyingham, 45th Regt. accidentally fell overboard from the Hindostan, East Indiaman, in which vessel he was returning to England, from which casualty he was drowned.

Oct. 20, at Falmouth, Jamaica, Staff-Surgeon Alex. Stewart.

Oct. 24, Lieut. Rainforth, h.p. Indep.

Oct. 31, Lieut. M'Ninn, h.p. 39th Regt.

Nov. 1, at Falmouth, Jamaica, Quartermaster Hayes, 37th Regt.

Nov. 11, at Elgin, Lieut. Hay, h.p. 93rd Regt.

Nov. 16, at Port St. Francis, Lower Canada, universally lamented, Capt. Guy Carleton Colclough, late in her Majesty's 103rd Regiment, and agent to the British American Land Company, second son of Major Colclough, and grand-nephew of the late Lord Dorchester, Governor of Canada at four different periods.

Nov. 18, Lieut. Colquhoun, h.p. R.M.

Nov. 23, at Gibraltar, Ensign Stewart, 82nd Regt.

Nov. 26, at Ayr, Ensign M'Comb, late 6th R.V.B.

Nov. 27, in London, Lieut. Losick, R.A.

Dec. 30, in Dublin, Veterinary-Surg. Spencer, 2nd Dragoons.

Nov. 29, Lieut. J. Shields, 78th Regt.

Dec. 3, at Sheerness, John Pearce, Esq. Master, R.N.

Dec. 21, at Cork, Brevet-Major J. Bauner, 93rd Regt.

At Cork, Capt. A. Barnard, late 84th Regt.

At Southsea, James Anderson, Esq. Purser, R.N.

At Streatham, Major-Gen. Tolley, C.B.

At Blackrock, Cork, Lieut. Boyle Hill, late 32nd Regt.

Dec. 27, at Bath, Retired Rear-Admiral Isaac Wolley.

At Melbourne Hall, aged 70, Lieut.-Gen. Sir M. M. Vavasour, Bart.

At Underhills, near Bletchingley, Surrey, Lieut.-Col. John Campbell, late 60th Regt.

Jan. 8, at Cork, Major-Gen. Sir Amos G. R. Norcott, K.C.H. Commanding the Southern District of Ireland.

Jan. 18, at Stoke, near Devonport, John M. Marchant, Esq. Purser, R.N.

At the Royal Marine Barracks, Millbay, Lieut. Edw. Hockley, R.M.

Retired Rear-Admiral R. Mansel.

Jan. 9, at Southampton, Com. Edw. Stephens, R.N.

At Coldingham, Berwickshire, Major John Bogue, late 27th Regt.

In Dublin, Capt. T. Strangways, late 9th Royal Vet. Batt. and previously of the 2nd Fusiliers.

Jan. 15, at Gosport, W. N. Jeffreys, Esq. Master, R.N.

Jan. 15, at Exeter, Com. W. Trotter, R.N.

Jan. 16, at Dartmouth, Vice-Adm. Richard Harrison Pearson

At Thornhill, Southampton, Captain G. H. Mainwaring, h.p. R.A.

Jan. 17, at Bath, Capt. H. Haynes, R.N.

At Holywell, Capt. Jones, formerly Paymaster 63rd Regt.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

DEC. 1837.	Six's Thermometer.		At 3 P. M.			Pluvi- meter Inches.	Evapora- tor Inches.	Winds at 3 P. M.
	Maxima. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo Degrees.	Hygrom. Parts.			
1	45.8	41.0	30.00	44.7	795	—	.045	S.W. calm, magnific.
2	44.8	37.2	30.25	40.4	799	—	.030	S.E. calm, beaut.
3	41.8	34.8	30.48	37.3	810	—	.016	E.S.E. lt. airs, overcast
4	37.5	31.0	30.45	35.0	812	—	.017	E. calm, dense fog
5	36.5	34.9	30.30	36.5	819	—	.017	N.E. calm, cloudy
6	46.5	36.2	30.07	46.3	818	.230	.020	N.N.E. calm, drizzling
7	46.6	35.0	29.82	45.4	830	.220	.020	N.E. nearly calm, sleet
8	47.3	35.3	29.70	47.0	845	—	.020	N.N.E. calm, cloudy
9	37.5	35.0	29.76	36.3	833	—	.018	N.N.W. calm, rainy
10	38.6	35.7	30.06	38.0	849	—	.013	N.N.E. lt. airs, overcast
11	39.2	36.8	30.14	38.7	832	—	.015	N. calm, cloudy
12	39.0	36.0	29.93	38.0	820	.123	.019	W. calm, overcast
13	38.9	36.6	30.10	37.7	820	—	.020	N.W. light airs, sky clear
14	37.9	35.0	30.19	37.2	825	—	.018	N. calm, magnificent
15	39.3	35.0	30.05	39.1	807	—	.020	N.E. lt. airs, fine day
16	41.3	36.8	29.83	40.7	808	—	.030	S. lt. breeze, cloudy
17	45.3	41.0	29.73	45.0	846	.145	.028	S. fr. breezes, rain
18	48.4	45.0	29.37	49.0	886	—	.035	S.S.W. gale, variable
19	48.0	46.0	29.90	46.5	849	.250	.030	S. calm, heavy rain
20	51.2	46.0	29.30	50.1	887	.320	.040	S.S.W. gale, very var.
21	50.2	43.4	30.22	43.4	798	.088	.010	W.N.W. lt. airs, cloudy
22	44.6	40.7	29.91	44.1	803	—	.035	S.W. lt. breeze, overcast
23	47.1	44.0	29.95	46.8	830	—	.040	S.W. nearly calm, clou
24	47.9	44.9	29.86	47.4	859	.083	.035	S.W. fr. breeze, threate
25	50.9	46.8	29.87	50.5	888	.009	.042	S.W. lt. airs, overcast
26	51.0	45.0	29.83	46.5	864	.051	.040	S.E. nearly calm, clou
27	46.2	44.8	29.82	45.5	880	—	.030	S.S.W. lt. airs, cloudy
28	46.5	45.0	29.88	46.1	870	—	.028	S. calm, fine day
29	47.2	45.0	29.85	47.0	854	—	.025	S.S.W. lt. breeze, ber
30	48.3	46.1	30.95	48.0	875	.015	.028	S.E. calm, very var.
31	48.4	45.0	30.99	46.4	825	—	.030	S. nearly calm, magn

## ON NAVAL BIOGRAPHY.

STRICTURES ON SIR J. BARROW'S LIFE OF LORD HOWE.

" All my delighte on deedes of armes is sett,  
 To hunt out perilles and adventures hard,  
 By sea, by lande, whereso they may be mett,  
 Onely for honour and for high regard,  
 Without respect of richesse or rewarde."

THE importance of biography in general is fully admitted, as conducive to morality and wisdom; but that department of it which treats of eminent professional men is of still greater value, as being a mine of useful knowledge, a spur to emulation, and a trophy to patriotism. Its utility and interest are universally felt and acknowledged, as it speaks at once to men's feelings; and the examples of eminent characters have a stronger influence over their minds than all the precepts of the learned. Hence the memory of good and great men has been respected in all ages, and their examples have been transmitted to posterity, as well for the improvement of their successors, as in justice to the illustrious dead. Even history, one of the most attractive and comprehensive of studies, derives much of the power to charm and instruct from that quality of delineation which assimilates it to biography.

Great, certainly, are the advantages of this pleasing and popular branch of knowledge, and numerous are the inducements which should lead to its cultivation. Yet many of those characters whose influence over human affairs has changed the face of the world, are scarcely perceptible in the distant view of life, or discernible only through a distorted medium,—evils arising from deficiency of records, indolence of research, and the want of a zealous biographer. Cyrus is a striking instance of this kind; and in still later days the oriental campaigns of Trajan are mostly gathered from medals and inscriptions. By such neglect, the master-spirits of our race fall into the back-ground, till remoteness of time throws the acts, disposition, and intellectual culture of the individuals into misty shadow. He, therefore, who gives the true picture of departed worth, while truth is yet accessible, renders an essential service to morals and literature. In the days of old, the Goths fancied that the souls of the virtuous were changed into flame, which, ascending from the grave, became fixed in the firmament, and added to the stellar host. Such a transmutation the eminent really undergo under the hands of a properly-qualified recorder of their lives—thenceforth, like the polar star, they form a guide to the eyes of men, in the nobler paths of human life.

As the business, however, of biographical writing has been considered to consist principally in the art of compiling, the seeming facility of the task has led many heavy sciolists, without a particle of preparatory induction, to "do" lives; who, when they happen to stumble upon professional subjects, treat them most mawkishly, because they have neither taste, knowledge, nor judgment, in the department they treat of. Warburton, being informed that Mallett had undertaken a life of Marlborough, observed that, as in his first biography this writer had forgotten that Bacon was a philosopher, so in his next he might not remember that Marlborough was a general.

Owing to this incapacity and presumption, such writers of lives deal in opinions that are rather not to be controverted than to be admired, and their observations are generally made on the surface of things; besides which, where we expect distinct instances and sensible images, we only gather general terms and abstract designations. In the accounts flowing from such sources, many of the most distinguished characters have been so far exalted by unmerited panegyric, or obscured by invidious censure, that it has been difficult, if not impossible, to obtain a due conception of them. These are the men who, according to Dryden, should be considered, as “not historians of an action, but lawyers of a party;—they are retained by their principles, and bribed by their interests. Their narrations are an opening of their cause, and in the front of their histories there ought to be written the prologue of a pleading, *I am for the plaintiff*, or, *I am for the defendant*.”

Lord Bacon regrets that the lives of eminent men are not more frequently written: for, adds he, “though kings, princes, and great personages be few, yet there are many other excellent men, who deserve better than vague reports and barren eulogies.” As this is unquestionably just, it is also to be wished that their lives were published in the course of a few years after their decease, while it is easy to trace every doubtful circumstance and every anecdote to its real source, and discover truth from falsehood. Another great advantage of writing in nearly cotemporary times is, that various traits of character give a lively vigour to the portrait, which are lost in a lapse of time,—hence the approbation bestowed on Cicero’s noticing the hasty stride of Catiline. Old Jacob Bryant considered it a lamentable oversight in historians, to content themselves with battles, confederacies, and achievements, that are in common to people of every denomination, and forget to exhibit strong national outlines and constitutional marks. Speaking of Lucian’s description of the Egyptian ship, he proceeds:—“Now we are pleased, when we are made acquainted with the particular turn of mind and disposition of any nation: and are glad to proceed farther, and to survey the personal distinctions and characteristics; and to have the dress, air, and habit, as it were in a picture, presented before us. In the passage alluded to above, Lucian gives us such a picture of a Greek of Alexandria. He describes him as issuing out of his apartments in the ship, neatly dressed, and making a gay appearance; having his hair combed back, and tied with great exactness according to the fashion of his country.” And who can forget the inimitable portrait of the skipper who took Fielding to Lisbon?

It must not, however, be concealed, that there are conflicting opinions upon these points; and that, while a Volney thinks such writing the only kind of history that is proper for young people,—a sentimental critic declares, that “there is something melancholy in the study of biography, because it is—a history of the dead!” Others consider, that lives in general enter into circumstances and incidents that weigh as nothing in the grand march of time, and are far too familiar for historical propriety. But these considerations occasion no yaws in our course: we deem it an excellent department of literature for the young and the old—the wise and the less wise—in which every action, however trivial it may appear, assists in delineating the event, and forwarding the ends of truth; while, as to any desponding feelings resulting, why Burton

himself would have felt returning hilarity on introduction to such illustrious predecessors. Moreover, the biography of an individual may involve the public interest, whenever the judgment and integrity of the writer combine with the importance of the event; and, according to Cicero, the history of Rome itself was principally composed out of accounts of private families.

We must have a word here with Gibbon: a bold thing to say. He was struck with the great importance of this branch of composition, and says—"I have long revolved in my mind a volume of biographical writing; the lives or rather the characters of the most eminent persons in arts and arms, in church and state, who have flourished in Britain, from the reign of Henry the Eighth to the present age." Now, while we agree with the writer that the subject would afford a rich display of human nature and domestic history, and powerfully address itself to the feelings of every Englishman, we contend the project embraces a mere Herculean compilation. Even in undertaking a series of lives for a given and more circumscribed period, the result must be rather a collection of facts towards history, than of those vivid features which bring the persons close to view. Of this an instance is afforded in Marshall's Naval Biography, a work which, had it been more liberally assisted with communications, would have formed a valuable reference for the wars of the French Revolution; but it is necessarily deficient in the point to which we allude. The real and substantial benefits of biography are yielded by those who, being duly qualified, select for their subject a man of their own time and profession, and give us his full-length portrait. Virgil seems to have had a classification in view, when he conferred Elysium upon the shades of the illustrious:—

"Here a blest train advance along the meads,  
And snowy wreaths adorn their graceful heads:  
Patriots who perish'd for their country's right,  
Or nobly triumph'd in the field of fight:  
There holy priests and sacred poets stood,  
Who sung with all the raptures of a god:  
Worthies, who life by useful arts refined,  
With those who leave a deathless name behind,  
Friends of the world, and fathers of mankind!"

From the above comments, it will be inferred that we hold it necessary that he who writes on naval affairs should himself be something of a seaman; and we adhere to the axiom, without the fear of

"Who drives fat oxen should himself be fat"

being thrown in our teeth. It is true that our Service hath been complimented by the exertions of a Campbell, a Charnock, a Newnham Collingwood, and a Southey; but they are rather exceptions than rules,—and we are sufficiently gratified with their productions, not to trouble the reader with certain points of objection. Nay, so far are we now bent upon being pleased, we will not drop a single word about the two mortal and ponderous tomes ycleped the Life of Nelson, although hatched by a brace of men who really had wetted their corns with salt-water.

With such ideas of professional biography, it is not to be wondered at, that we looked with considerable impatience for Sir John Barrow's memoir of the gallant and good Earl Howe. The Baronet pleads his



being a landsman, in mitigation of the severity of nautical criticism; but we are acquainted with the outline of his life, services, and attainments, too familiarly to admit the plea, or grant the benefit of any such excuse. No man in existence ought to know the whole routine of the Navy, and the bearings of its officers, better than our author; and, in rearing this altar to the manes of his hero, he has acquitted himself with such sense, impartiality, and discrimination, that we trust he will continue his labours, in the cause: and we rejoice that the task has not fallen upon any of those to whom he alludes, since they certainly have not hitherto displayed the best spirit to the Service, nor the most scrupulous regard for facts. "If our naval writers of novels and romances," says Sir John, "in imitation of a celebrated novelist of former days, when the Navy no more resembled the Navy now than their humour does that of Smollett, had not been so wholly taken up in their works of fancy and imagination—some of them tending to degrade rather than exalt the naval character—instead of applying themselves to naval biography, in which there is ample scope, the landsman would, in all probability, have left the task to one of the profession."

That worthy and amiable seaman, the late King William, ever alive to naval interests, was so well acquainted with the qualifications of Sir John Barrow for the task, that he expressly encouraged him to undertake it. The account of the interview on this occasion is very characteristic. Our author bestows a well-merited eulogium on the King—to the truth of much of which we can personally vouch—and then proceeds thus:—"His Majesty was pleased to say, that, having understood I was about to employ myself in writing the life of the late Lord Howe, he was glad to hear it was likely to fall into such safe hands, for the Admiral was a great favourite with his father, and, indeed, a sort of connexion\* of the family; that he knew the present Earl had for some time past been desirous of finding some one qualified to write the life of his grandfather, and ought to consider himself fortunate. . . . The King then entered into the history of Lord Howe's life, went over the leading features and events which distinguished it, which an extraordinary memory enabled him to do with a degree of correctness quite surprising; he pointed out some passages in the Earl's life, not generally known, and which he said would require caution in touching upon, and that he was desirous of mentioning them to me."

Sir John has been fortunate in obtaining for his hero one who so long bore the most distinguished character in the Service—in fact, a splendid specimen of the *genus Nauticum*. It is, however, not a little singular, though so few years have elapsed since his death, that but few private papers of Lord Howe can be now found, owing, it is conjectured, to a fire which happened at Westport, the seat of the Marquis of Sligo, whose mother was the youngest daughter of the hero. Still, 400 letters which have been obtained, addressed to one correspondent, Sir Roger Curtis, would indicate that much important correspondence must still remain in the possession of individuals, who, as the object is a national one, might still forward them to the author, in readiness for another edition. The early portion of the life is, therefore, of necessity

\* Sir John, perhaps in dislike of scandal, barely mentions Madame Kilmansegge, the lady by whom the connexion was made.

but lightly touched, though, fortunately, in the proudest epoch of the hero's career, the Admiral's private journal, some most interesting letters, and many anecdotes from surviving officers, render the information so full and satisfactory as to assume much of an autobiographical character. The mention of this word leads us to regret that public men, whose acts and reputation are public property, should be too reserved in being the memorialists of their own actions, since the merest notes kept by them would prove a valuable frame for a succeeding writer. Thus Heylin left memoranda for "a rule to write his life by;" and thus *Juvenal* Gifford was induced to inform us of deeds and motives, which none but himself could have told. "Anciently," says Tacitus, "many wrote their own lives, rather as a testimony of their conduct, than from pride." Julius Caesar and Saint Augustine gave early and good specimens of this kind of biography, and Rousseau a recent and disgusting example.

Notwithstanding the deficiency of papers alluded to, Sir John has got well through his undertaking; the book before us is a mine of interesting facts and busy events, and many of the anecdotes already before the public are here substantiated by the authority of the author—while his occasional remarks on topics of grave nautical interest are anything but the production of a landsman. The volume is embellished with an excellent likeness of Howe, from a portrait by Copley, and there are fac-similes of a letter from George the Third, and another from the hero. If we have a fault to find with this valuable addition to naval libraries, it is on account of its brevity. Having heard of the public and private documents at the author's disposal, and aware of his extensive means of reaping accurate information, we expected, at least, twice as much. If the poets and novelists of the day furnish a biography of many volumes each, surely that of the hero who bore the high employments of his country for sixty years, with success and reputation, might yield more than one. The fact affords, however, a silent reproof on some of our lengthy attempters of lives.

We will now, by a running abstract of the life, second Sir John's effort to transmit the name of Howe to posterity, with honour and applause—the *consentiens laus bonorum*, as Cicero calls it—both as a tribute due to signal merit, and an incitement to those in the career of glory.

Richard Howe, the son of Viscount Howe, of Langar, was born in 1725, and, being sent to Eton very early, gained, according to the best recollection of Dr. Goodall, the Provost, the second or third form before quitting it. He entered the Navy about the year 1739, in the *Severn*, of 50 guns, in which ship he encountered a part of the distresses which befel the celebrated squadron of Anson. In 1742 he served in the *Burford*, a crack line-of-battle ship, at the attack on La Guayra, where his Captain, Franklin Lushington, was mortally wounded, and the ship so greatly damaged, that her First-Lieutenant withdrew her from under the heavy fire to which she was exposed. As this was done on his own authority, a Court-martial ensued, when, according to several accounts, Howe's evidence being required, he proceeded in a collected manner until he came to relate the death of his Commander. "Though possessing the strongest nerves—nerves which he has since proved are not liable to be affected by those passions which often distract the minds

even of the bravest men—the keen emotions of his youthful heart so overcame his hitherto firm recital, that, unable to proceed, he requested the indulgence of the Court, until he could sufficiently collect himself. He then related that Captain Lushington, having his thigh shot off, continued giving directions until he sunk down, fainting from the loss of blood. He was then conveyed to the cockpit. ‘I was soon sent,’ said the young officer, by the First-Lieutenant, for orders. *My dear Howe,*’ said the noble Lushington, on seeing him approach, *‘since (SINCE!) I have been brought down, I have received a mortal wound: tell the Lieutenant to use his own judgment.’* He was proceeding to relate the death of his brave Commander, when he again burst into a flood of tears, and retired.”

Such is the sentimental bit of *history* adopted by Stanier Clarke for the Naval Chronicle; but Sir John Barrow disposes of it in a trice. “It will appear scarcely credible,” he says, “but so it is, that the whole and every part of this circumstantial piece of pathos is purely romance, without one word of truth in it—in short, that it is a complete fiction. Mr. Howe was not even called on to give evidence; neither his name nor that of Captain Lushington appears on the minutes of the Court, which related solely to the supposed sinking state of the ship when she withdrew from the action.”

Howe became a confirmed Lieutenant on the 8th of August, 1745, and a few months afterwards received his commission as a Commander, on the occasion of having been selected to carry up a loyal address from the fleet under Admiral Vernon. On the 1st of March, 1746, he acted against the rebels at the siege of Fort William, in the Baltimore, of fourteen 4-pounders and fourteen swivels. In this little ship he soon afterwards followed Captain Noel, of the Geyhound, to the attack of two large French frigates, and, though very severely wounded in the desperate action which ensued, distinguished himself by his coolness and gallantry. At first his wound was supposed to be fatal; but he was only stunned, or, as Captain Noel, who went on board the Baltimore, has it, “he was a little disordered.”

Previous to this encounter, Howe had been raised to the rank of Captain, by commission dated the 10th of April, 1746. This was pretty good fortune for a young man in the 21st year of his age, and the seventh of his servitude; but his biographer thinks his rapid advancement was not the result of any undue influence, either from party or family connexions. We suspect that some of the old Midshipmen, Lieutenants, and Commanders of that day thought otherwise.

Being ordered to Lisbon, in a small frigate called the Triton, Howe there exchanged into the Rippon, of sixty guns, in which ship he ran down the coast of Guinea, and afterwards crossed the Atlantic for the West Indies. His friend, Admiral Knowles, was then at Jamaica, who, having heard of the Captain's arrival, thus addressed the Admiralty:—“If their Lordships would indulge me with Captain Howe's coming from the Leeward Islands down here, as he is a pupil of my own, and equally desirous of being with me, I should esteem it a favour.” Howe, in consequence, became Flag-Captain; but intelligence of the peace of Aix-la-Chapelle having arrived on the 18th of October, 1748, he returned to England in the Cornwall, an 80-gun ship, and was paid off.

In 1751 Captain Howe assumed the naval command on the African

station, with his pendant flying in *La Gloire*, a ship of forty-four guns, captured from the French, about four years before, by Anson. Here he brought the governor of the Dutch castle of Ebnina to his bearings. At the close of the year he removed into the *Mary* yacht, which he quitted in May, 1752, for the *Dolphin*, a new fast-sailing frigate of twenty-four guns; wherein he served for nearly two years on the coasts of France and Spain, and in the Mediterranean, gaining that local knowledge which afterwards so eminently served him.

Captain Howe had not been long in England ere he was appointed to the *Dunkirk*, of sixty guns, a large ship of her class, quite new. In her he was sent, in the spring of 1755, under Admiral Boscawen, to watch the motions of a superior French fleet, which was suspected of sinister intentions in regard to our North American colonies. Boscawen had judiciously taken up a position to the south of Newfoundland, as a proper place for intercepting *Monsieur Bois de la Motte*. In one of the dense fogs so prevalent there, the British fleet were dispersed, when the *Dunkirk* and *Defiance* found themselves very near the *Aleide*, of sixty-four guns, commanded by Commodore Hoquart, and the *Lys*, a ship of similar size, but armed *en flûte*, for carrying troops. War had not yet been declared, nor any act of unequivocal hostility committed. The delicacy of Howe's situation was equalled by the decision of his conduct. Having run alongside the *Aleide*, he hailed her Captain, and desired him to proceed to the British Admiral, which, being declined, he grazed his antagonist still closer, and warned the passengers, who had assembled on his deck, of the peril they were exposed to, begging them to go below, which advice they promptly took. Being now in a position which Hoquart, when brought prisoner into the English ship, called "cruelly close," a double-shotted broadside was poured in, which, from the dreadful groans and screams which instantly resounded, must have done terrible execution. A short but spirited yard-arm and yard-arm action ensued, when the Frenchman struck his colours to the *Dunkirk*, as did the *Lys* to the *Defiance*. Howe's ship had 7 men killed and 25 wounded; and the French, according to Horace Walpole, lost 130 men. Thus commenced the Seven Years' War.

The *Dunkirk* afterwards cruised in the chops of the Channel, where she captured several valuable prizes, until June, 1756, when the zealous activity of her Captain recommended him to the command of a squadron of eight sail, destined to act on the coast of France, where troops were assembled to threaten Guernsey and Jersey. With this force, and a few soldiers, he sailed to the island of Chausse, compelled the fort to surrender, and blew up the works; a blow so opportunely struck, that the enemy withdrew their troops towards Brest.

The success of this little armament incited Government to undertake operations against the French coast to a greater extent; and a fleet of 16 sail of the line, with smaller vessels, and 7000 soldiers, was despatched in September, 1757. The naval commanders were Hawke, Knowles, and Howe; the military, Sir John Mordaunt, Conway, Cornwallis, Howard, and Wolfe. The former are thus described by Walpole:—"Sir Edward Hawke, who commanded the fleet, was a man of steady courage, of fair appearance, and who even did not want a plausible kind of sense; but he was really weak, and childishly abandoned to the guidance of a Scotch secretary. The next was Knowles, a vain man,

of more parade than real bravery. Howe, brother of the lord of that name, was the third on the naval list. He was undaunted as a rock, and as silent, the characteristics of his whole race. He and Wolfe soon contracted a friendship, like the union of cannon and gunpowder."

Howe now commanded the *Magnanime*, a beautiful seventy-four, which had been taken by Hawke in 1748, in which ship he led the van from Basque Roads to the attack of Isle d'Aix. Notwithstanding the fort opened its fire, Howe stood through the narrow channel without exchanging a single shot, until he dropped anchor close under its very walls, when he opened so tremendous a cannonade, that the enemy were compelled to surrender. Thiéri, a French pilot, being asked by a Court of Inquiry, which afterwards took place, why he preferred the *Magnanime* to the *Barfleur*, a ship drawing less water, replied, "*Parce-que le Capitaine Howe est jeune et brave.*"

Such a commencement augured success; but, to the surprise of all but the members of Mordaunt's councils-of-war, it was suddenly determined to return to England, and the enterprise proved an inglorious failure. The Ministry, however, though mortified, were so little discouraged, that, in the summer of 1758, they fitted out two other expeditions to harass the French coast. The larger of these consisted of 17 sail of the line, and some frigates, under the command of Lord Anson; the smaller comprised 5 secondary two-deckers, 9 frigates, and 11 other craft, under Commodore Howe, who had shifted into the *Essex*, sixty-four, as being of lighter draught than the *Magnanime*, and therefore better adapted for the proposed service. Besides the above vessels, there were numerous store-ships, tenders, and transports, bearing 13,000 troops, and a formidable battering-train of artillery; the land force being under the command of the Duke of Marlborough, who, with his staff, was embarked on board the *Essex*.

Lord Anson's fleet steered for Brest, there to block up the French fleet, while Howe should make a descent upon Concaré; and the Commodore was bold enough to direct his course through the perilous Race of Alderney, being the first Englishman who sailed an armament through this dangerous pass. Arriving at his destination, but little opposition was experienced; yet, on the whole, the proceedings were such as to justify Walpole's sneer, that the French learned they were "not to be conquered by every Duke of Marlborough." Having burnt a 50-gun ship, two frigates, and near a hundred sail of privateers and merchantmen, with many magazines of stores, the fleet next reconnoitred the town of Granville. From thence it bore up for Cherbourg, where the troops were prevented from landing, by a heavy gale blowing dead on the shore. They cleared the coast with great difficulty, and returned to St. Helen's on the 1st of July, after exactly a month's absence, during which Howe's part of the duty, as usual, had been well executed.

The return of this expedition was mortifying to the King and the nation; yet so highly was the conduct of Howe estimated, that, with a view of making a diversion in favour of the operations on the Rhine, another descent, to be conducted by him, was instantly resolved upon. On this occasion, Prince Edward, Duke of York, embarked with the Commodore as a Midshipman; but, from all we have heard, though he was very amiable, he did not fit a reefer's berth so ably as did his late

Majesty; nor did he serve so fairly, being raised to the command of the *Phoenix*, forty-four, in a year, and in less than two years from that he became an Admiral.

Without entering into the minute details of this expedition, it may be stated that Cherbourg was taken, the basins and piers completely destroyed, the batteries and magazines demolished, thirty sail of ships burnt in the harbour, a great quantity of ordnance and ammunition rendered unserviceable, and many fine guns and mortars brought away. Happy had it been if Government had rested satisfied with that splendid achievement, for, in a further attempt to harass the coast, it was found that the enemy had assembled in too great force to be seriously injured. A retreat being ordered, the soldiers were re-embarked at St. Cas, but were attacked during the operation so vigorously by the enemy, as to be obliged to lose half of the rear-guard. Howe, who had foreseen the attack, took every precaution in his power to counteract the French. In the midst of the carnage, he displayed his courage and humanity by saving the flying soldiers at the imminent hazard of his own life, and his noble example animated the men in the thickest of the fire. Hence Entick appropriately compares his behaviour to that of Achilles saving the flying Greeks.

Returning into port, Howe removed into his favourite ship, the *Magnanime*; and in the same year he succeeded to the distinctions and property of his family, on the death of his brother, who was killed in a skirmish near Ticonderago. This, of course, made a great alteration in his personal affairs, for hitherto his pay had constituted nearly the whole of his income.

In November, 1759, Lord Howe distinguished himself in the memorable defeat of M. Conflans. His station was in the centre division, as one of the seconds of the *Rapillies*, but in the chase became the leading ship; when he brushed *Le Formidable*, of eighty guns, bearing Admiral de Verger's flag, so closely as to force in her lower-deck guns. After playing into her some time, the *Magnanime* was parted from her by two of our ships falling on board; when Howe, making the best of it, dropped upon the *Thésée*, seventy-four, with so furious an attack that she struck, but, a squall taking her at the moment, she sunk almost immediately. The *Magnanime's* loss in killed and wounded amounted to a third of the "butcher's-bill" of the whole fleet, and her conduct was the theme of general praise. On his arrival in England, Lord Howe being introduced to George the Second by Sir Edward Hawke, his Majesty thus expressed himself:—"Your life, my Lord, has been a continued series of services to your country."

On the 22nd of March Captain Howe was presented with the commission of Colonel of the Chatham Division of Marines, being the first officer so appointed. In the same year he reduced the French fort on the isle of Duflot, which put the Channel fleet in possession of a good watering-place. Two years afterwards, he accepted the command of the *Princess Amelia*, eighty, as Captain to the Duke of York, whom he had so recently taken to sea as youngster, and provided with bed, linen, and uniform clothes at his own charge! They order these matters better now.

By kind attentions to the condition of his people, and easy habitude to the Service, Howe had become known as the "Sailor's Friend," and

various stories are related of his coolness on trying occasions. Once he was aroused from his sleep by the Lieutenant of the watch suddenly entering the cabin, and calling out, in apparent agitation, "My Lord, the ship is on fire close to the magazine; but don't be frightened, my Lord, it will soon be got under." "Frightened, Sir! what do you mean by that? I never was frightened in my life;" and, looking the officer in the face, he said to him, gravely, "Pray, Sir, how does a man feel when he is frightened? I need not ask how he looks." He was once induced, in a hard gale, to anchor the *Magnanime* on the coast of France. The wind increased to tremendous strength; but, having made all snug with two anchors ahead, he retired to his cabin. Presently, however, the Lieutenant of the watch ran down in great haste, and, with a face of woe, exclaimed, "I am sorry to inform you, my Lord, that the anchors are coming home." "They are much in the right," replied Howe, coolly; "I don't know who would stay abroad such a night as this."\*

Howe continued his active services till the peace of Fontenbleau, and distinguished himself not only as an able and expert seaman, but also as a skillful navigator and tactician. He practised the observations and reported on the method of observing Jupiter's satellites at sea; and had made the theory and practice of naval evolutions a serious study. In August, 1763, he was appointed to the Board of Admiralty, where he remained for two years, and was then made Treasurer of the Navy, an office which he retained till the autumn of 1770, when he was promoted to the rank of Rear-Admiral. He was now nominated Commander-in-Chief in the Mediterranean, an appointment which gave offence to some older officers, inasmuch that it was threatened to move in Parliament for an Address to inquire into the circumstance. To this Lord Hawke replied—"I advised his Majesty to make the appointment. I have tried my Lord Howe on important occasions: he never asked me how he was to execute my service, but always went and performed it."

The Falkland Island fracas, however, on which the above nomination was founded, blew over, and Howe found leisure to attend to his senatorial duties, as member for Dartmouth, which place he represented till he was raised to the peerage of Great Britain in 1782. It was in this capacity that, in 1773, his Lordship presented a petition to the House in behalf of the Captains of the Navy, soliciting an increase of half-pay. The prayer was so unpresumptuously drawn up, and struck the members as being so equitable in principle, that, although the Minister declared he would oppose it in all its stages, the motion was carried by 154 to 45—another substantial proof of his being the "Sailor's Friend."

In December, 1775, Howe was made Vice-Admiral of the Blue, and soon afterwards was sent out, in the *Eagle* of 64 guns, to command on the American station, for which that intuitive readiness of mind which rendered his judgment so prompt and successful, peculiarly fitted him at that delicate period. The situation was one of enormous responsibility; but though party-spirit arraigned the conduct of him and his brother—

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\* It was in the *Magnanime* that Howe received the reproof from a Negro at the gratings, which gave much amusement at the time. Being about to punish this man, the gallant Captain was previously expatiating on the enormity and sinfulness of the offence committed; when Quashee, becoming impatient, cried out—"Me Lor! s'pose you floggee—floggee; s'pose you preachee—preachee; but no floggee and preachee too."

General Sir William Howe, and sneered at their earnest attempts at conciliation, even to the impugment of their loyalty, their conduct was judicious, faithful, and upright. One violent pamphleteer accused the Admiral of unjustifiable inactivity and culpable delinquency, in not having, with sixty-six vessels of war, of all sizes, smothered the twelve men-of-war of the Congress, and destroyed the trade of the coast, from Boston to the Savannah. It was also observed that, notwithstanding the prodigious disparity of numbers, his Lordship never once attempted to derive any benefit from his superiority; and that, even in annoying the trade of the rebels, he pursued such steps as were apparently less intended effectually to restrain their commerce than to render it subservient to the private emolument of the Admiral. Such were the diatribes of the partypanders against one upon whom, had he acted with the violence they recommended, they would have poured an equally bitter phial of wrath against cruelty and oppression.

When the Admiral was despatched to America, it was little expected that the King of France would be so besotted as to send a fleet, secretly and dishonourably, to foment and further rebellion; so that Howe's squadron was every way unfit to cope with the powerful force of D'Estang. Yet partly rage made another attack on his conduct, for not giving battle to the French immediately, proving his force to be equal to that of the enemy, by counting the number of guns in each fleet, frigates and sloops and all, without any consideration of the comparative size of the ships. Lord Howe remarked, they might as well have reckoned two boys, ten years old each, a match for a man of twenty; because the sum total of their ages was the same. To the seaman it will be sufficient to say, that the English fleet was station-worn, and consisted of five ships of 64 guns, one of 60, and five of 50; while the French had two of 80 guns, six of 74, and four of 60, all fully manned and in the finest condition.

This disparity of force was somewhat startling; but such was the popularity of the British Admiral, that the spirit of the seamen blazed forth, and no fewer than a thousand volunteers poured in from the transports and merchantmen; the masters and mates of which also tendered their services. In the general exultation of the moment, there was a strong desire to encounter the enemy; but Howe prudently acted on the defensive, well knowing that a discomfiture would involve the fate of the loyalists, the army, the transports, and the magazines. But his conduct was equal to the exigency. With an inferiority of force that merely admitted the hope of preservation, he, by continued exertions, steady precautions, and a series of masterly manoeuvres, thwarted all the views and attempts of his enemy, and ultimately compelled him to seek refuge among his new allies. The republicans, however, were no ways pleased with him, for they chaunted a sarcastic song, commencing—

“ When Count D'Estang came on our coast,  
Lord! how he did flounce, and bounce, and boast,  
That he'd destroy the British host,  
Doodle—Doodle—Doo!

“ But he was unaccountably mistaken,  
And obliged to scud, to save his bacon,  
Guessing his fate if overtaken,  
Doodle—Doodle—Doo!

Such was the conduct of Howe; and the service of that harassing



period cannot be better summed up than in the words of Charnock :—“ Suffice it to say, every enterprise in which the fleet was concerned was uniformly successful; every undertaking that was proposed by the general on shore was warmly supported by the fleet; and, without affection to party, we may truly say, the unsuccessful termination of the American contest is certainly attributable to causes which his Lordship was not, in the smallest degree, concerned in the prevention of. The conquest of New York, of Rhode Island, of Philadelphia, of every settlement within the power or reach of a naval force, are irrefragable proofs of his abilities and attention, and are sufficient to silence the breath of calumny.”

While the noble Admiral was thus making the greatest exertions possible in the cause of his country, the Government—with that recklessness of consequence which stamps men of office to the present hour—had despatched Lord Carlisle, as a Grand Commissioner, to the Americans, with powers infringing on the commissions already granted to Lord Howe and his brother. This was not only nettling to those persons, but positively injurious to the public, since it led the brothers to resign their respective commands. Thus the Army lost their most popular General, and the fleet was deprived of their favourite Admiral; of one who was declared to be “the first sea officer in the world.” Another expression which obtained proved the regard of the seamen towards him,—“Give us Black Dick, and we fear nothing.”

The feelings of Lord Howe were best expressed by himself, in Parliament. He said that “he had been deceived into his command; that he was deceived while he retained it; that, tired and disgusted, he desired permission to resign it; that he would have returned as soon as he obtained leave, but he could not think of doing so, while a superior enemy remained in the American seas; that as soon as Mr. Byron’s arrival removed that impediment, by giving a decided superiority to the British arms, he gladly embraced the first opportunity of returning to Europe; and that a thorough recollection of what he had suffered induced him to decline any risk of ever returning to a situation, which might terminate in equal ill-treatment, mortification, and disgust.”

Lord Howe arrived in England at the close of October, 1778, hauled down his flag, and retired to his family, in Hertfordshire, which consisted of his lady and three daughters. His repose, however, was not so durable as he coveted; for in 1782, on the memorable change of ministry, he was advanced to the rank of Admiral of the Blue, and created a Peer of Great Britain; and, as the new Administration were alive to his merit, he was readily prevailed upon to accept of employment.

With his flag flying in the *Victory*, that gallant three-decker, Howe cruised for some time in soundings, between Ushant and Scilly, in presence of the combined enemy’s fleet, till the Jamaica convoy had passed in safety. He then proceeded with thirty-four men-of-war, and a large division of transports, to the relief of Gibraltar—a fortress then undergoing one of the most tremendous sieges on record. This difficult and harassing service was performed in the most admirable manner, in defiance of the combined fleet of fifty sail of the line, including seven three-deckers, which were lying in the bay. While throwing in supplies, amid the joyful shouts and acclamations of the garrison, he repassed the

Straits, in order not to risk a contest in the strength of the current, and under the enemy's shores. By this feint, a partial action was brought on, in which he attempted to draw the French and Spaniards below Cape Spartel, and thereby afford time and space for the transports to disembark the stores, provisions, and troops, and run to the westward afterwards. In this conflict he came off with a loss of 68 killed and 208 wounded; but, in spite of their superiority, the baffled enemy disliked the warmth of reception, and hauled up for Cadiz,—nor was the amount of their casualties ever made known.

By this most masterly measure, Gibraltar was saved to England. The writer in the *Royal Register* says,—“Not only the hopes, but the fears of his country, accompanied Lord Howe. The former rested upon his consummate abilities, and approved bravery; while the latter could not but look to the many obstacles he had to subdue, and the superior advantage of the fleet that was to oppose him.” And Elliott, the gallant “Cock of the Rock,” in a letter to Captain Curtis, says, “Do offer my respects to Lord Howe, but I believe you can't venture to tell him that I and the rest of us, half sea-officers, are in admiration and astonishment at what passed before our eyes—what a glorious manœuvre through the Straits!” Nor were any more inclined to render praise to the great ability shown on this effectual “relief,” than the French and Spanish officers who viewed it.

Peace being concluded shortly after this brilliant operation, the noble Admiral again fostered the hope of domestic retirement; but he was too prominent and too popular a character to gain such an indulgence. On the 28th of January, 1783, he was called upon to execute the important office of First Lord of the Admiralty. This was a station which he never had coveted, but which, on the coalition of North and Fox, he resigned to Lord Keppel three months afterwards. The united parties, however, proved “too bad” to be borne with; a new ministry was called together, and at the end of the year Lord Howe was again installed at the head of the Board. Here he ably exercised those onerous and manifold duties which are well, but rather theoretically, enumerated by Sir John Barrow, until the 16th of July, 1788, when he finally retired from the Admiralty. The approbation of the Government with his administration of the Navy was unequivocally expressed, in his being created an Earl of Great Britain in the following month; and at the same time, the King bestowed on him the title of Baron of Langar, in Nottingham, to descend to his eldest daughter, and her heirs male.

In the armament called “the Spanish Disturbance,” which regarded Nootka Sound in 1790, Lord Howe was called from his retirement to command the Channel fleet; and, by order of George III., hoisted the union-jack at the main, as his flag, a most remarkable honour. He embarked on board the noblest ship in the Navy, the *Queen Charlotte*, which was doomed to become renowned by the daring acts of her commander.\* But, the Nootka affair blowing over by the end of the year, the noble Admiral again retired to what he termed his “rural dissipation,” and which he enjoyed till the explosion of the terrible French

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\* Howe usually had new and “crack” ships given him, whatever their class,—as the *Dolphin*, the *Dunkirk*, and the *Magnanime*.

Revolution demanded his presence in public life. Early in 1793, at the express instance of his Sovereign, he accepted the arduous command of the grand Channel fleet, and again hoisted the union at the main, on board the *Queen Charlotte*.

Howe's first care was to promote the efficiency of his means, by preventing all unnecessary wear and tear, and exercising the ships under a better code of signals than had hitherto obtained, until a proper moment should occur for striking a decisive blow. The prudence and foresight of these measures were not estimated by the coffee-house politicians, who, hearing that the adverse armaments sighted each other several times without fighting, assailed "Lord Torbay," as they dubbed him, with all the ridicule and malice of little minds. Fortunately, he at the helm well knew the importance of his charge, and wisely exercised the powers committed to him; and the nation to this hour enjoys the glory which resulted from his steady judgment.

At the beginning of May, 1794, Lord Howe put to sea, and on the 21st, having gained certain intelligence that the French were not many leagues to the westward of him, he immediately stood in quest of them. On the morning of the 28th they were discovered at some distance to windward, it then blowing fresh with a rough sea. Towards the evening, the *Bellerophon* and *Audacious* closed with the rear of the enemy, and mutual rough treatment ensued. A partial engagement took place on the following day, in which the weather-gauge was gained by Howe, who dashed the *Queen Charlotte* through the opposing line. Thick foggy weather prevented any operations, on either side, for the two succeeding days, which, however, allowed time for the crippled ships to knot and splice, and plug up shot-holes.

At length the morning of the glorious 1st of June dawned, big with the eventful combat which the sight of the hostile fleets, drawn up in battle order, now showed to be inevitable; and both sides were known to be animated with the most determined resolution for conquest. The French numbered twenty-six sail of the line, and the English twenty-five, besides their respective frigates. After various demonstrations, at about half-past seven the British Admiral threw out the signal to bear up, and for each ship to engage her opponent in the enemy's line, who resolutely awaited the attack. A tremendous cannonade now roared from van to rear, which raged with unceasing fury for about an hour. The enemy's line having been forced through in many places, they began to give way; their Admiral, most vigorously and closely battered by the *Queen Charlotte*, bore away in great confusion, and was followed by all those of his ships which were able to carry sail, leaving those which were crippled at the mercy of their enemies. Upon the smoke clearing off, eight or ten of their ships were seen, some totally dismantled, and some partially so, endeavouring to get away under their spritsails. Seven of these, consisting of two of the finest 80-gun ships in the world, and five 74's, were taken possession of; but one, *Le Vengeur*, 74, sunk before the whole crew of her could be taken out,—not amid cries of *Vive la République!* but while her crew were piteously imploring the aid of our boats, which saved about 280 out of nearly 700. The killed in the British fleet amounted to 279, and the wounded to 877. The loss of the French is not known; but in the six prizes alone, the killed were 690, wounded 580, besides about 400 who went down in the *Vengeur*.

The news of this splendid victory filled England with the most rapturous plaudits; but for numerous lively anecdotes respecting it—for vivid descriptions of individual ships—for sensible comments on the effect of Howe's report of his Captains—and for a deeply-interesting account of the visit of the King, Queen, and Princesses, to Spithead, to congratulate the veteran Admiral, we must refer the reader to the work of Sir John Barrow.

Our hero's services were not quite sealed even by this decisive engagement, since he continued to command the Channel fleet till ill health prompted him to resign in May, 1795. The King, however, would not accept the resignation, but permitted him to remain on shore, in the hope that his frame might yet rally from the fatigues it had undergone. But Howe disdained sinecure emolument; and when Lord Bridport, who acted for him, had a brush with the enemy, and captured three men-of-war, he voluntarily surrendered his prize-money, and all the advantages of Commander-in-Chief, to those actively employed. In 1796 he succeeded to the high station of Admiral of the Fleet, and was appointed General of Marines. In the spring of the following year, feeling himself still unwell, he finally retired from all naval command. That year, however, was so remarkably tainted by the mutiny of the seamen, that his repose was again disturbed; for such was the irritation among the factions at some of the lame endeavours at negotiation, that it was decided by the King, or Mr. Pitt, to seek conciliation through the medium of the "Scannan's Friend." That venerable hero was now in his 72nd year, and but recently recovered from a severe attack of gout; yet he instantly repaired to Portsmouth, visited all the line-of-battle ships at Spithead and St. Helen's, and ascertained precisely the nature of the grievances complained of. While the seamen and delegates received him as their guardian, every step the veteran took was as commendable and just as it was arduous, till he had stayed the plague which made the whole kingdom quail.

This was the last public act of Howe's career, and was followed by his receiving the long-promised insignia of the Garter. He now retired to his seat in Hertfordshire, where, in the bosom of his family, he sought repose; but he was still sensibly alive to all naval occurrences, had his library fitted to resemble the Queen Charlotte's cabin, commented on passing transactions, and rejoiced in every maritime advantage with hearty and honest zeal. Indeed, the liberality with which he rendered his praise to the deeds of other officers affords striking proof of the ingenuousness of his mind and the warmth of his heart. At length, on the 5th of August, 1799, the venerable warrior yielded up his spirit, in the 74th year of his age, truly regretted by all. His remains were deposited in the family vault at Langar; and a splendid monument, from a design by Flaxman, was erected in St. Paul's cathedral at the public expense.

Such are the broad outlines of the career of Richard Earl Howe,—but for the lights and shadows the reader must consult the volume we now recommend. Having thus taken a cursory view of the services of the noble Admiral, we shall next proceed to examine some of the numerous topics of naval routine on which Sir John Barrow has expatiated, especially as it enters into the proposition put forth at the opening of our February Number.

THE ROYAL NAVY.  
SUBSTITUTES FOR IMPRESSMENT.

IN prosecution of the attention expressed in our last Number, to discuss *serialim* such subjects as appear of most immediate importance to the Naval Service, we offer this month some collateral observations, from different quarters, on the subject of substitutes for impressment, in the absence of the sequel to the article on "Manning the Fleet," which we hope to conclude in our next.

We are sensible of the benefit to be derived from the discussion of these matters, however various may be the opinions and suggestions of the parties who engage in it. The results of experience must be always valuable, whatever may be the diversity of views; and having concentrated these results, and carefully excluded inapplicable or impracticable theories, we shall have performed our part, and it will remain for the competent authorities to derive such information from the aid we anxiously afford, as may assist them in the selection and adoption of such improvements as may tend to the advantage and honour of Her Majesty's Service.

BY CONSCRIPTION.

MR. EDITOR,—As it must be obvious to every man of common sense that a crisis has at length arrived which renders it compulsory on us to increase the numerical amount of our forces both by sea and land to a considerable extent, the question which has been so ably mooted in your Journal of the present month (February) has acquired a paramount interest—"By what means are we to procure the requisite number of men?"—and, especially, how are we to man a Navy in cases of emergency?"

It would be superfluous to attempt to add to the arguments by which you have proved that the volunteer system, alone, must inevitably be found inefficient. The homely proverb—"That what is everybody's business is nobody's," would, in all human probability, be realised. Though no set of men feel more acutely the patriotic zeal for England's glory than sailors; yet it can hardly be expected that any large body of men will ever be found ready to sacrifice the superior emoluments and profits, and, last not least, the freedom from control beyond the immediate voyage, of the merchant service, on the shrine of honour and patriotism. Every one will allow the justice of their country's demand, except, perhaps, in the particular instance which concerns himself. Able-seamen, in time of war, will be in more than ordinary requisition; and it will be utterly impossible for the Government to compete successfully, in a general sense, with the merchant service on the volunteer principle.

But, in the present temper of the public mind, impressment would not merely be unpopular—it would be a dangerous, and not impossibly an *inefficient* measure; that is, if conducted on the indiscriminating principle of the olden time. I forbear to mention the actual cruelties inseparable from that system; they are known to all the world, and in these days would not be tolerated. How, then, is the Navy to be manned? I answer—by a conscription; not confined to mere seafaring men, but extending, like the draughts for the Militia, over the entire of her Majesty's British dominions.

Every seaman knows that a line-of-battle ship, whose supposed complement may be stated at six hundred men, would be amply qualified for any service, if between one and two hundred out of the six were able-bodied seamen. It would be hard, out of four hundred stout fellows, of whom many would be quite young, if an active set of officers could not speedily train one or two hundred more to do the ordinary duty of topmen; and thus procure a succession of seamen trained up to the peculiar duties of a man-of-war. Men unaccustomed to the sea must be expected to be both timid and awkward when first mounted on a yard; but mixed with abler hands, they soon become accustomed to the work—emulate, and often outstrip their teachers. It was thus that Sir Edward Pellew, in the first Republican War, when compelled to man his frigate, for want of abler hands, with what were called Cornish Farmers (*i.e.* peasants), contrived to form them into one of the smartest ship's companies in the Service. That gallant officer is said to have laid out with them in person on the yards, besides teaching them to practise, on every opportunity, every essential part of a seaman's duty, though it might not happen to be connected with their immediate station. The splendid results are known to every one acquainted with our naval history.

I have said that a general impressment would scarcely be tolerated; and I beg leave to add my own thorough conviction, that a conscription for a term of years not exceeding five, would be submitted to by all classes even cheerfully; and considering the number of men employed at sea, we have a right to expect that the men thus furnished from the maritime towns of the two islands, would be even more than sufficient to man the Navy with the requisite number of able seamen; besides which, the same attractions that exist at present would be held out to volunteer seamen; and these, with some improvements, neither expensive nor injurious to the Service, might be rendered highly efficient. The men now admitted as volunteers are not always the best of their class,—in their zeal to man their ships, officers cannot often be over punctilious; they are situated like a man who gets goods upon credit—too happy if he gets them at all. Whereas, like ready money in the latter instance, a full ship's company would leave a captain at liberty to pick and choose. Nor is it to be doubted, that a great number of *good men* might, under all circumstances, be induced to volunteer for the naval service, and thus prove an excellent reinforcement to the men regularly drawn for that duty.

Supposing, therefore, that the maritime towns, in conjunction with the volunteer system, would be amply sufficient to supply the Navy with able seamen, and that no small proportion of the raw hands from the inland country might, under proper training, soon be brought to co-operate efficiently with the same, it is, surely, not too much to argue, that such a conscription, in a time of emergency, would be even more efficient, and certainly less unpopular, than the old mode of impressment.

It would be equally, if not more efficient,—because known and registered seamen would be drawn as such; whilst those who escaped the ballot would have no reason to hide themselves, or fly to foreign countries. Foreigners, therefore, would not, as formerly, be in request for the merchant service; but, for every man taken by the conscription, another would start into his place from the general population. This

would insure a constant supply of sea-faring men : whereas the impress, like the boy who killed his goose that laid the golden egg, has the strongest tendency to destroy the means of its own supply. Again, it would be more efficient, by introducing a more respectable set of men into the Service, instead of the drainings of gaols or the sweepings of Blackwall,—too many of which characters are necessarily admitted in time of war. It might, perhaps, be expedient to give the landsmen a name,—such as gunners. Thus there would be three classes of men on board,—the able seamen, that is, men bred to the sea; the gunners, answering in every respect to the present ordinaries and landsmen; and the Marines, with this especial advantage, that the numerical force would be obtained with great facility, and that the system would be divested of the most objectional parts of the impress. A thousand reasons may be urged in favour of its comparative popularity; men would know the extent of what they had to fear; the ballot once over, every sailor would pursue his business without fear of interruption; merchants would send their ships to sea better manned; and what would be no small advantage, the competition between them and the Government would be rendered more equal—nay, in many cases, the latter would, probably, have the advantage,—crimps and all their execrable accompaniments would grow into disuse; the character of the sailor would be improved along with his condition, and a martial spirit be thus diffused throughout the whole nation.

With the exception of a few fanatics and traitors, there is not a man in the lowest class of society who would not wish to uphold the honour and interests of his country. All know that the Navy *must* be manned, and the Army recruited. Among the other disadvantages which the impress system involves, is its *exclusive* injustice and tyranny; *exclusive*, as its operations are principally confined to the most meritorious set of men in the country; *exclusively* cruel, too, inasmuch as it admits of no substitute, when even the prospects of a rising man may be for ever blighted by being made to serve personally.

Every man, from eighteen to forty, with certain obvious exceptions, ought to be considered liable to his country's call; and from three to five years the time of service. Many landsmen would have become seamen in that time, and many of both classes would undoubtedly be ready to volunteer for further service. Sailors have seldom been found to hang back on an emergency; but in all cases the Government faith must be kept inviolate, and, like Alexander's discharged soldiers, the men who found themselves treated with justice and a proper respect to their rights, would probably be the best recruiting officers.

There would actually be nothing new to the Constitution in a Conscription, as in former times every Englishman was liable to serve, and compelled to have arms in readiness; indeed, the drawing for the Militia is a case in point, with one exception by no means insuperable, viz. the not being compelled to serve out of the British Islands. But considering the well-known character of the British people generally, and the national attachment to maritime amusements and pursuits, it is far from improbable—supposing the Militia quota increased with a view to permit volunteering for the Navy—that the latter Service would be able to procure an abundant supply of ordinary seamen, or, if you please, gunners, through that medium only.

Again, a Conscription would introduce a more respectable set of men into the Service, and thus enable the Government to hold out stronger inducements to enter, to that hardy race of men, the seamen by profession, who, after all, are, and must be the life and soul of every ship's company. Having served during some part of the Republican, and during the whole of the Buonapartean War, I had frequent opportunities of observing the feelings and temper of the seamen. I do not believe that the "vexata questio" use of the cat was in any *general* sense considered as a serious grievance. Some revolting instances of individual tyranny did undoubtedly occur, but the punishment of flogging was, in almost every instance that fell under my observation, confined to the skulker, the riotous, the drunken, and the lazy. Modern regulations, however, have, with great justice and propriety, *clapped a stopper* on headlong violence. Yet there was a grievance of which the seamen, one and all, always bitterly complained; a grievance which every liberal mind will allow to have been as severe as it was unjust, and one which must be redressed before the Navy can become popular:—need I name the close confinement on board, and denial of all leave of absence, except, perhaps, on some extraordinary occasion, for four-and-twenty hours? I could name men, even petty-officers, who for seven years had never been permitted to set a foot on dry land; and it is notorious that even boats' crews have been kept at anchor, under charge of a Midshipman, without being permitted to stretch their legs by a walk on the beach. The object was to prevent drunkenness or desertion; but it naturally incited the highest feelings of discontent and indignation among the men who were thus tantalised.

We all know with what eagerness and delight men of all descriptions, whether professional or otherwise, rush to the shore after even a short confinement at sea. What then must have been the feeling of those poor fellows, when after perhaps fifteen months' tiresome blockade of an invisible enemy, they at length returned to port, and found themselves precluded from the pleasure of passing even a transient hour on the land—were it even their birth-place, or the residence of their dearest relatives! Among many affecting incidents, I remember a boatswain's-mate, a native of Portsmouth, who solicited a day's leave to see his wife. This, according to the then regulations of the Service, was *necessarily* refused. He sent for his wife on board, but—"what a place for a virtuous woman!" He took leave of her—the anchor was just then weigh'd—when poor Baker, one of the best men in the ship, jumped overboard; and, though a boat actually almost reached him, and as he was known to be an excellent swimmer, little fears were entertained for his safety, yet so bent was he on self-destruction, that he actually dived as they were in the act of catching hold of him, and rose no more.

But not merely the feelings of the men were thus cruelly outraged by this mean and jealous system of general distrust and confinement. Scenes of immorality, too disgusting for repetition, were its immediate consequence. No man of common sense expects a sailor to be altogether what the *world* calls a saint; but young fellows, often with plenty of money, would, it may be presumed, if allowed to go on shore, have selected more decent female partners, and more *healthy*, than the filthy drabs who usually swarmed on board a ship in port. As to



the married—their situation was dreadful. Either they must forego the company of their wives altogether, or introduce them into scenes which may be imagined, but cannot be decently described.

And why were sailors thus systematically confined like galley-slaves? To prevent desertion! The shore regulations had rendered that almost an impossibility. To retain a sufficient number of men for the purpose of refitting with all possible speed? But surely a third at least of the ship's company might have been spared, and their place supplied by gangs from the shore. In fact the blockading system, or rather the rigour with which it was sustained, was as useless to the Service as it was harassing to both officers and men, and in almost every instance a perfect failure. This confining system, too, was chiefly limited to the larger ships. The men in the small craft—brigs, cutters, &c., were much more indulged in this respect. Desertion too from them was easy; yet they were, perhaps, from this circumstance alone, generally popular.

To obviate so irritating a grievance, might not every man be allowed to claim a certain portion of leave, as fully as he now claims his pay and rations? Suppose that for every six months' service each man were allowed a week's holiday on shore? It might, and necessarily would happen that a year or even two might elapse before, in some cases, such leave could be granted; but in general a third of a ship's company might surely be spared for that purpose, without injury to the Service, on each return into port after a long cruise. And would it be too much to ask, in addition to this privilege, that rations might be served out to them by the shore authorities? The expense would surely be no insuperable obstacle, inasmuch as even now, except when on general leave, their rations are accounted for.

I have ventured to throw out the foregoing crude hints from a thorough conviction that something must be done to render the Navy popular, and enable it to compete with the merchant service. All parties apparently recoil from the old system of pressing. What, therefore, remains but a Conscription, or general levy, by fair ballot?

Little opposition need be anticipated on constitutional grounds, for the principle exists already. That it would be received as an invaluable boon by the seafaring people, as a substitute for the press, there can be no doubt: nor, should the privilege of choosing between the Militia and the Navy for a limited period be granted, is there much reason to fear its unpopularity among landmen. The Marines are the favourite Service with men disposed to enlist at present, and justly, for among other inducements, a marine has the very important advantage over the Army, of having his rations free of charge, whilst his pay is accumulating all the time he remains on board. This, which would of course be common to the conscript, would be no small inducement to a preference for the Naval Service, if the option was granted.

The chief objection to a Conscription would be the quality of the men so drawn. It may be said, that the whereabouts of sailors is so uncertain that it would be difficult to muster them in sufficient numbers to answer the purpose in view. Vast numbers would necessarily be absent in distant ports, and the means of evasion would, from the very nature of their employment, be numberless. Besides which it may be urged, men of an inferior quality would be often drawn, and the prime seamen escape by favour of the ballot. The first answer to this might be, that

the Navy ought to educate its own seamen. The Conscription would give them hands, and with a sprinkling of A.'s and B.'s, an active officer would soon make a good ship's company. Besides, there must always be a large body of trained men and good seamen in the Navy; these would supply a sufficient number of petty officers, who after all are the most essential part of the crew; and the sailors ought not to grumble if the Conscription bore numerically harder upon them than on their brethren on shore; it would be the price of their release from the tyranny of the impress. Suppose every merchant vessel at sea, or in a foreign port, to be subject to stand the ballot once in twelve months for one in five of her crew. The security which the men who escaped the ordeal would enjoy for the remainder of that period would be equally grateful to the seaman and beneficial to the trade. In short, a Conscription, with such encouragements to the men on one side, and cautions on the other, as common prudence would dictate, could not fail, under the direction of active and able officers, to supply the Navy with numbers adequate to any emergency, the majority of whom would speedily become good men-of-war sailors. The comparative security of the merchant sailors would be an ease to the trade, an encouragement to young men to go to sea, and thus add immeasurably to the source from whence the able seamen of the Navy are at present procured. The competition between the Government and the merchants would be reduced to its proper level, and numerous volunteers from first-rate seamen might thus be attracted to the Service. The first military authority in the country has pronounced an opinion, which has been taken up as an axiom by the wisest men of all parties—"England must not make a *little* war." But how is she to make a great one? The question, as far as the Navy is concerned, lies between the impress and some such Conscription as I have ventured to recommend. On the one side, the prospect presents to our view a fierce and general spirit of discontent, frequent bloodshed, probable mutinies, and even an inefficiency in point of numbers. On the other, justice backed by economy; a manly submission to the calls of patriotism, and a never-failing source of hardy warriors, ready on the shortest notice to support the honour and interests of their country in any quarter of the globe.

L. A.

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#### BY ENLISTMENT.

AMONGST the many benefits resulting from the publication of your excellent Journal, perhaps no one should be rated higher than that which is derived from the sifting and winnowing which the various professional suggestions submitted to you in the first instance receive; and from the certain attention from the higher authorities which is ensured to such of them as you are enabled, from due examination, to select for publication.

This selection on your part, as a sort of grand jury bill, or a sort of letter of credit, must be, and is, in point of fact, sure of being honoured with proper notice in the proper quarter, and as thereby the public weal is, through the adoption of many of those suggestions, essentially promoted, therefore it is that I hold that I am justified in the foregoing remarks.

The question which forms the subject of your able leading article this month is one on which you will, no doubt, have received a plentiful sup-

ply of suggestions such as those alluded to; and the sifting and winnowing process will, no doubt, have been in full operation.

Permit me, Sir, by availing myself of the general practice, to add one to the number of those suggestions, and at once, and without further preface, to claim your attention to my views as to manning the fleet.

In looking at this momentous question, it is, I apprehend, absolutely necessary, in accordance with the general feeling of the country, to put out of sight the resource of former days—namely, compulsory service. Impressment has had its day; and if the abandonment of it is a sacrifice, it must, I apprehend, be considered as part of the price we are paying for the new lights which reform has let in upon us.

In the mean time the fleet must be manned; or rather the country must, if its position in the world—if its commercial prosperity—if its very existence is of any value, be at all times prepared for any contingency which, through possible combinations on the part of our good friends on this or on the other side of the Atlantic, we may have to encounter.

As you, Sir, have in the article I have referred to, so clearly made it manifest, the present system of manning the fleet, paralysed as it is by the abolition of impressment, is rotten to the core.

Even under existing circumstances, at peace with all the world, without the disadvantage of high commercial wages to contend with, and with a superabundant available population, the comparatively trifling demand for seamen for the Navy is not answered. Witness the failure in 1836; witness the interval which elapses in almost every instance between the commissioning and the reporting as ready for sea of every description of war-craft.

What, then, is to be done? Sitting down with our hands before us will not do. Volunteering, under the present system, is, clearly, not to be depended upon; and the compulsory system, or impressment, can never again be had recourse to. What, then, is to be done? One thing we all know to be certain, and that is, that there never yet was a case of difficulty for which, when sought, sooner or later, some remedy has not been found; and in this case, difficult as it is, no doubt some remedy will be hit upon at last.

I, as one of the suggestors, say,—change the whole system of manning the Navy; and, in the first place, with the view to this change,—instead of the precarious nature of the seaman's long engagement, let it be “once a man-of-war's-man, always a man-of-war's-man.”

I propose enlistment, under modifications such as the different circumstances peculiar to each service would obviously require, the same as in the military service, together with the same rates of pensions, gratuities, and honorary distinctions.

The system of enlistment should be this:—The extreme period of engagement to be for twenty-one years, and no man to be required to serve after forty years of age.

Recruiting for youths, under a system of apprenticeship in the first instance, to be established all over the country, to whom a bounty, on engagement, and final approval at the age of nineteen would be paid, pension being secured at the expiration of the above-named period.

Able seamen to be enlisted at *all ages* under forty years, with pension, gratuity, or both, as the case might be, proportionate to the foregoing scale, secured as above. So that an able seaman entering at the age

of twenty-five years would have pension to look forward to proportionate to the period of fifteen years. Entering at the age of thirty years, he would have a ten years' or half of the full pension in prospect, and so on.

The youth, or boy's enlistment, should be pushed forward in the first instance to a considerable extent: and the mode of disposing of them in the first instance should be—

1st. A proportion of them, as at present, always afloat in every ship in commission.

2nd. All merchant vessels on going to sea being by law obliged to take two or more boys, it should be made imperative on them, with the view to their *eventual protection*, that, on requisition, one or both the boys so taken should be Royal Navy boys, to be returned into dépôt at the expiration of their voyage; and—

3rdly. The *mousses*, or nursery system, as in the French ports, to be adopted on a considerable scale at all our principal naval stations. The boys to be trained under the management of competent warrant officers, and in small vessels appropriated to the purpose, to gunnery, boarding, &c. &c.

The next point to consider is the mode of disposing of the seamen on their return into port, and on the laying up the vessels in which they may have been serving. In the first place, I would have at each of the three principal stations, Portsmouth, Plymouth, and Sheerness, a Royal Navy Barrack, calculated for, say, a thousand men each.

Into these barracks the crews of all vessels, on their return into port, should in the first instance be removed, where they would remain subject to the same rules as to discipline to which they had been accustomed at sea; furloughs, however, and short passes, being granted to them at the discretion of the officers selected for these barrack establishments.

It should be observed, as a general rule, that no man should, except in cases of great emergency, be sent again to sea under a month or six weeks. Neither should any man be suffered to remain longer on shore than four months.

In the mean time, and whilst regaining health, impaired by hardship and service, ready as they would be in hand for any emergency, in the employment of the Royal Navy, there should be a portion of them in working parties in the dockyards, and a further portion of them selected and told off for dockyard guards; thereby making at once the clear avowal to the seaman that he was not thought to be wholly untrustworthy, and, at the same time, affording to the military force (to the dépôts in particular) a little more relaxation than they now enjoy, and a little more leisure than garrison duty at present admits of, for their requisite drillings, as well as for occasional summer encampments.

These naval barracks, then—the system of which, it is needless to observe, would be calculated for extension or diminution, either afloat or on shore, to any amount, according to the exigencies of the times—would, with a suitable organization as to officers, be occupied partly by the returned seamen as described, and partly by the recruited seamen as they came in.

I have said that it should be, “Once a man-of-war's man, always a man-of-war's man;” and I will here remark, that amongst our sea-going men in general, it strikes me, as regards the *distinction* between the Royal Navy and the Merchant Service, that *esprit de corps* is not

carried to the extent to which it should, and might be,—that the *distinction* is not sufficiently *marked* between the two Services.

Now, as I look upon it, the less defined the line of distinction between the merchant-man and the man-of-war's man, the greater the difficulty will ever be found in accomplishing the obvious desideratum of inducing the former to look up to, and the latter to look down upon, the occupation of the other. On the other hand, it is quite clear that, supposing the line of distinction to be once well and clearly defined, the looker-up may and will ambitionate the position of the other sea-goer, whilst this latter will as certainly look down with contempt upon an occupation which he holds to be *infra dignitatem*.

It follows that by attaining the object of a well-defined line, and by making the distinction, *as you can do*, all in favour of the man-of-war's man, you become not only secure of what you already possess, but, having in your favour those feelings of pride and ambition which lurk in the breasts of all, it may *à priori* be inferred, that you have an interest established in the breast of him who feels he is of an inferior class, which cannot fail eventually to turn to your advantage.

Here, then, is a point of paramount importance brought within view, and with some prospect of being attained. Rule your Navy properly; use your sailor as you do your soldier; make him feel that the Service is his *home*, and you will soon find him proud enough of that Service; above all, once bring the merchant seaman to knock at your door—to look upon your Service, with its prize-money, pension, and certain provision, as an object both of interest and of ambition—and you may *then* laugh at the combinations, however suddenly formed, whether by Jonathan, Johnny Crapeau, or the Russian—you may *then* feel assured that you do, indeed, “rule the waves.”

One word involving the question of expense. Supposing that the having a good supply of seamen at hand in the event of a war would *not* obviate the necessity for such an enormous outlay in the way of bounty as has been hitherto invariably incurred on such occasions; supposing that the knowledge of such a supply being in existence would *not* give security to the merchant service, as to their being suffered in any contingency, through the abandonment of *impressment*, to continue strong-handed and efficient, and be, *pro tanto*, a source of encouragement to commercial enterprise; supposing that the casualties of war, as regards the trade of the country, were *not* likely through such means to be materially diminished—I would ask, is a great act of national justice, namely, the abandonment of the compulsory service, to be withheld from a consideration of the expense attending it? Was the emancipation of the negro so calculated?—or is the emancipation of our seafaring countrymen from that, the very name of which is worse than slavery itself, to be begrudged? Twenty millions was not thought too much to attain the one object—ought we to calculate at all on the question of securing the other?

But suppose that the change in question should prove, in the end, a source of *gain*, not only on the score of purse profit—not only on the score of human life, through the seaman's generally improved condition; but also on the score of national greatness, of national honour, and of national consistency!

C. B.

## PORTS OF FRANCE.\*

## BREST—PORTS AND DOCKYARDS.

IN the last Number, we have given a slight and rapid sketch of the port of Cherbourg, its Dockyard, and the men-of-war now there, building and built. Brest, as the finest harbour in the north of Europe, and as immediately in contrast with our Plymouth opposite to it, deserves a more detailed and careful notice in order fully to appreciate its rise, progress, and actual efficiency.

Brest is in the department of Finisterre in Lower Brittany, nor far south of Cape Finisterre, so well known to mariners, and in a line nearly south of Plymouth. The westernmost of the group of islands (l'Oues-sant, the light-house on the north-east point, is in latitude  $48^{\circ} 29'$  N.) lying off the Cape is exactly in the longitude of the Lizard.

There are two passages in from the Atlantic; the narrow inner one of *du Four*, and the outer one called *l'Iroise*, on which side it lies open to the great bay. As has been before observed, the whole of the French coast from Barfleur to the Gironde is a succession of indented and bold rocks. In-shore, both in Normandy and Brittany, the country is agreeably undulated in hill and dale, with the same substratum of limestone and granite (two-thirds of the department of Brest is granite), so near the surface of the rich soil as to be very frequently exposed to the eye, adding to the beauty of the scenery and the goodness of the country, which is, too, generally thickly wooded; rather more so than our most wooded counties, and with a very similar appearance along the hedge-rows of closely-enclosed fields. The hills, as they approach the coast from St. Malo westward, by Morlaix, Brest, Vannes, Quimper, grow bolder, often terminating on the coast in high and rugged cliffs, with an iron-bound shore. So much for the general features of a country in which three of the first-rate French ports and dockyards are seated, namely, Cherbourg, Brest, and L'Orient. The single port and harbour of Brest alone might suffice for a great Naval Power. It has in itself capabilities beyond anything France has ever sent afloat from all her naval establishments put together. This harbour is upwards of twenty miles in circumference, is land-locked, with anchorage for a dozen fleets of first-rates (the French say for four hundred men-of-war), clear of all the shoaler and more distant ramifications, one running far inland up to the town and small commercial port of Landerneau, another arm further south, to Le Faou. It is not quite land-locked to all the anchoring-ground, but the reach of the narrow west entrance would be very partially felt in a gale from the west. On this vast harbour the tide-river of the Penfeld opens, to the south-east, running between precipitous rocky shores, widened and blasted away on both sides for more than a mile, which is occupied by the dockyard, to within a few hundred yards of the castle and batteries at its mouth on the town side (the south-east side and left bank of the river), with about three hundred yards of the suburbs, at the water-side, of the quays and streets of Recouvrance, on the right bank open to the public, and where the

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\* Continued from page 198.

ferry is established across from street to street as at our Point and Gosport, though the distance across is not a third so wide as ours.

The town of Brest is regularly fortified (by Vauban), the works extending to the suburb of Recouvrance on the right or northern bank of the Penfeld, which may be called the inner harbour, being rather an inlet of the sea from the roads than a river; in itself a very small stream, above the tide; serving, however, to supply the yard through which it runs and the town with fresh water, by means of aqueducts.

The town is not large, but compact and well built, lying on a slope above the river on the north-east, and the bay or roads (as the great harbour is called) on the south side, where there is a noble promenade, planted with double rows of trees, of twelve hundred yards in length by fifty-six in width, on the curtain of the works connecting the castle with the south-eastern angle of the fortifications, and overlooking the bay. The population at present, including the suburb of Recouvrance, is about 30,000, independent of the workmen attached to the dockyard, about 3000, together with 2500 convicts employed in the same place, and a garrison of 4000 men.

Here it will not, perhaps, be irrelevant to say a few words of the early history of Brest. In the times of our Elizabeth and their Henry IV., it was hardly more than a village, with its castle. Recouvrance, now the suburb, was in those days the town, containing 1500 inhabitants, without trade or consequence of any sort. The castle opposite, however, which we had held, was frequently the scene of contention on both sides. It often changed hands. At last, in the latter end of the fifteenth century, it was finally given up to the French Dukes of Brittany.

In 1591, on an application of Henry IV. to our Queen for assistance against the *League*, negotiations were attempted to have Brest made over to us, as the price of our interference; but Henry contrived to get rid of this demand by giving us the town of Paimpol, with which insignificant donation it appears we were obliged to be content.

In 1595, previous to evacuating the country, we renewed the attempt of amicably getting possession of Brest, but it failed; about which date we finally evacuated the country, and the Spaniards soon after us.

It was not, however, till 1631, through the activity and strong sense of Richelieu (the Cardinal), that a Naval arsenal, storehouses, &c., were built, and men-of-war regularly laid down, when ten two-deckers and six frigates were begun. In two years after, it appears that twenty-three men-of-war were equipped and anchored in the roads. In a word, Richelieu may be said to have brought the French Navy into existence. At his death, and during the minority of Louis XIV., it was again neglected, until the ministry of Colbert, who erected most of the finest buildings of the dockyard solidly of stone (hitherto only in wood), such as they are at this moment. Many more men-of-war, too, were laid down of various sizes. From this time a regular dockyard, with more or less of activity and improvement, has been gradually attaining its present efficiency and consequence. In 1668, M. de Beaufort, Admiral of France, assembled a fleet of sixty sail at this port, when it was formally installed a royal naval port, and various medals struck in commemoration, &c.; one struck in 1670, with the words "*Res navalis instaurata.*" At this time Brest was still a very small town of seven

streets, and, except the castle on the Point, and a detached battery or two, had no fortifications; and now it was that the Marshal Vauban began the works such as they now appear, strengthening, without much altering the form of the immense old castle. But any further account of it or the town itself would be comparatively uninteresting in this place, our present intent being rather to speak of the dockyard and the ships, immeasurably of more consequence to us than any growth or prosperity of the town. On looking back, however, at the rise and progress of the French Navy and at that of our own, there is one conviction that cannot fail to impress itself on our minds amidst all changes that so rapidly and noisily take place, as well as those so much more certain, though slow, silent, and hidden in their causes: it is, the utter fallacy of relying on, or caring for, the size or numerical force of any naval power afloat beyond the moment of its actual appearance, and the very short space it can be kept up and held together in an efficient state, to say nothing of the chances of the command being placed in able hands, or *not*, to direct its unwieldy energies.

Almost all great (extraordinarily great) fleets have done nothing, come to nothing. With the exception of Trafalgar, all our actions have been fought by small fleets, and of those (taking both sides) one-half not engaged.

Thus, now-a-days we should laugh at the French fleet of 1692; though, indeed, much more formidable in numbers than their present one, or that of both countries put together. It consisted of no less than 100 sail of the line, and nearly 700 other men-of-war, frigates, sloops, &c., manned, most likely, by 150,000 or 200,000 men, as 60,000 men were added to it in one year. But in all this mighty armament there was no *conduct*, no proper knowledge, no real vigour or efficiency. No, it is pretty well understood, as we advance in experience, that it is not the number of line-of-battle ships, but what *sort of ships*, how manned, and how officered, that we have to look to. In walking round dockyards, it is not an infallible favourable sign to see a great many ships in ordinary or ready built under their houses; the longer their beginning is dated back, the worse it is. On launching, they will be found defective, or behindhand in some way.

The spring the French Navy has taken since the peace sets one to reflecting much more on walking the decks of one of their first-rate frigates afloat, than even in going through their yards, well ordered, well supplied, and efficient as they undoubtedly are.

The beauty and strength of their models surpass ours or the Americans, as they always have: in size, about which so much has been insisted on of late years, they keep pace with the Americans. Their ship sloops of war are as large as many of our small frigates. They have ceased to build frigates under 60 guns, equal in scantling to our Vernon. It is worthy of remark too, in their yards, independent of their scientific beauty, the honest solidity with which their ships are put together, the minute and laborious pains taken; for there are a great many ways of doing the same thing, which to the eye shall appear much the same, outside the planks. It is not meant here to draw comparisons, they would be grievous; but there is even an outside that meets the eye, with us not at all equal to the French in goodness, neatness, and finish, perhaps not so essential—and yet it is, and has no business to be done badly. It is



the laying and caulking the decks ! Their decks are laid for strength with narrow planks, and the utmost pains taken with the seams ; they are beautiful as well as good. Why are not ours so ? But setting aside the better finish and greater strength of narrower and deeper planks, it is known to many of us how slovenly our caulking is executed. Now caulking gangs from dockyards, when sent on board in refits afloat, cut the decks up in unseemly seams ; the jagged upper edge, of course, slobbered over with plenty of pitch, for the ship's company to scrape off as they best can ; but there is a deeper evil visible and often felt in such work beyond the leaking ugliness—*ex pede Herculem !* Bearing such facts in mind, if there is a thing in French dockyards particularly to draw our attention, it is the regularity, the wise economy, the solidity, the punctuality, resting on no one individual ; the minute and complete superintendence of all the workmen, and of everything going on—the thorough goodness of the system. From not being allowed to be slovenly, or careless, nor a moment idle, at length the very commonest labourers are pains-taking and industrious, as if each was doing some job of work for himself. All bodies of men are alike lazy, and would very soon come to doing very little or nothing (and that any how), if not well and closely looked after in all sorts of public establishments. We can hardly allow that Englishmen are less capable or naturally less honestly industrious ; the certainty is that we should be more so had we as good a system. With us, what is everybody's (the nation's) business is nobody's business, as easily seen in the way any single caulker sets about his work and puts it out of hand, as in things of " more pith and moment."

We have been induced to this digression in the respectful hope it may meet the eye of some one person in authority, with the active power to remedy the evil at its source. " Boards " never find fault with themselves. How many are only found out at last by comparison ! Indeed it may be said, that all improvements are forced on by extraneous comparison. But let us to the dockyard.

Where there are such a multiplicity of things to notice, it will not be amiss to give as close an idea as possible of the general features of it on both sides of the river, which it completely shuts out from the town and suburbs for upwards of a mile above the Rue Royale, at the foot of which it is entered at the chief gate on the town side. Along its quays on this (the south-east) side are ranged the principal buildings, though both sides are lined with them immediately at the foot of the rocks, which tower above them, having for the most part been blasted away to make room for their construction ; others again are built close behind on terraces above each other, such as the great rope-walk, the convict prison (Bagne), and, above these, the naval hospital, backed again still higher by the marine barracks, occupying together almost the whole breadth of the narrower part of the town north of the Rue Royale, which divides it unequally in two ; the fortifications running round all, and coming down on a branch of the dockyard at the old powder-mills, now used as a dépôt for seasoned wood and block manufactories.

The course of the river through the yard is serpentine, very much so—its short reaches running half round the compass, from the upper guard-chain, where it comes in about south, to the lower chain at the flag-ship, at the foot of the Rue Royale, entering the bay a little below,

in a south-east direction : this crookedness not including the arm closed by a flood-gate and bridge, running up to the *moulin à poudre*, easterly, from which point the rocks and elevation on each side lower considerably towards the upper end of the yard, which is still in the rough, without permanent buildings, but in an active state of improvement. Slips laying down, quays facing with granite, brick-kilns, coal depôts, &c. On entering the yard the various buildings are ranged in blocks parallel to the water, leaving from about 50 to 80 and 100 yards in width along the quays, their backs resting on or close to the perpendicular rocks behind.

Crossing the gates of the only dry dock on this side of the yard (round which are ranges of minor buildings), the principal edifice is come to, containing the offices of the captain-superintendent, and various clerks and their offices in the first or left wing, and on the right at present are stores of the lighter kinds—oil, paper, copper, lead, leather, &c. An arched portal enters the interior quadrangle of this building, in the court of which are some few tiers of brass cannon. The front face is in extent about ninety yards, and of two stories, with an attic, in a plain solid style without ornament, except within the cornice of the pediment ; containing a clock, and some little sculpture of an age which happens at this moment to be much admired, otherwise in bad taste. At this spot the quay is the broadest ; and here in front stands the long brass cannon the *Consulaire*, on a pedestal, surmounted by the cock of France. This gun, cast by a Venetian, was taken at Algiers in 1830. The pedestal has an inscription, containing the names of Admiral Bergeret and the naval minister De Rigny, but not a word of Marshal Bourmont, the commander-in-chief, who took it.

A little beyond it is a beautiful fountain, raised by the republican naval prefect Cafarelli, of Amphitrite, by Costou, with plenty of water, as there is at all points. Sweeping a little inwards, next beyond, are ranged three blocks of ship store-houses ; particular and general, returned to repair, or ready fitted for issue : on their first floors, of sails, rigging, cordage ; and below, wood and iron-work ; together with the offices, at intervals, of the clerks superintending this department. These store-houses occupy along their front from 400 to 500 yards ; the doors all numbered and marked for what service assigned. The next further on are the rope-walks in a double range, one behind and above the other, of 500 yards in length ; the lower one is used as a sail-loft on the first floor : the ground floor at present used as a magazine for boilers, grates, stoves, chain cables, new-invented iron lower rigging plates, all in a perfect state of order for immediate use. At the rope manufactory above there is machinery capable of making any requisite supply, from cables to signal halyards. About 200 ropemakers are here employed at present : three years ago, on a particular occasion, they had as many as 900 at work. At the upper end of the rope-walks the buildings take a direction eastward to the block-house (the old *moulin à poudre* already spoken of) : they contain stores of pitch, oil, wine, and brandy, steam saw-mills, and timber of the lighter descriptions (pine), of all dimensions and species. At the head of this basin is the block-house, and on the opposite side the cooperage, where, too, the modern iron water-tanks are in store in one division, painted and repaired in another. Here, on both sides, the buildings assume the form of stone-built sheds, but only open

to the front; still on the left bank of the river (crossing the bridge of the flood-gates to this arm of it) the buildings of the yard end with the cooperage; the rest of it, extending upwards a third as far again, is in a state of active improvement. Conspicuous is a slip of a first-rate, nearly complete, excellently made of the beams and timbers of ships broke up, secured in granite masonry. More quays, and stairs, and slips of approach to the water are constructing of granite, to within a short distance of the upper guardo and chain, which close the yard and river to the north.

In a recess under the hill, in this part of the yard, there is a frigate, the Pandora, of 60 guns, on the stocks, nearly completed, the only vessel building on the left bank; indeed, all the activity in construction of all sorts is on the opposite side; the left side just spoken of being rather the store-houses, depôts, and chief office, along the whole quays of which, from the upper end of the chief office to the end of the rope-walk, are ranged tiers of guns, anchors, and pig-ballast, which will be more particularly noticed hereafter.

Descending the yard, on the north or Recouvrance side (the right bank), just below the upper chain, are brick-kilns, and depôts of clay, lime, and coal. It would appear, from a double line of wall enclosing this part, that it has only of late been included in the yard; indeed, this extension upwards equally applies to both sides, and thus there is an endless capability up along the precipitous banks of the river, equal to the wants and work of twenty ordinary dockyards! This will give some idea of the facilities of the situation; where, too, granite from the country above is lowered into the yard by a very simple and effective machine just above the cooperage, where the rough levelled ground is covered with blocks in process of squaring, &c.

Returning, below the coal depôts, are blacksmiths' shops and repairing boat-sheds; below which are very handsome new ones, just finished, eighty yards long, of stone, with granite columns in front, and slated, under which, and sloping to the water, boats were building (there were forty): in succession on, more Blacksmiths' shops, and furnaces, well contrived for heating pitch, warping plank, &c. &c.

At this part there is a solid wooden platform laid, for ranging, sorting, repairing, and blacking the chain-cables—of an excellent contrivance. Next to which are the mast-houses—making, and in store, painted and complete—with the name of the ship intended for attached to each group piled, of fore, main, mizen, and bowsprit: the same of the yards close by. Below these are three first-rate frigates on slips, nearly ready for launching,—the Nemesis, Perseverance, and La Charte, under good but temporary covers, below which (their slips declining from each other) were two line-of-battle ships—the Achilles and Tagus (three-deckers), of 100 guns; one of them under a more permanent shed, supported by granite columns.

From this part of the yard, downwards, to opposite the chain of the flag-ship, or lower Guardo, the whole of the buildings are of stone and granite; and much of the character of those already mentioned opposite; forming, in close succession, various store-houses, workshops, or offices for the superintendence or accomptant departments; the workshops and store-houses of tops, cross-trees, oars, capsians, rudders, blocks, gun-carriages, &c.; and of the smaller stores, bolts, nails, copper, lead,

leather, locks, hinges; in a word, all the small stores issued, as well as depôts for all the iron working tools employed daily in the yard.

Part of this range is the naval museum, model, and sculpture rooms, the builder's offices, and engineer's school of designs and draught-rooms, &c., which deserve a separate notice from their usefulness and admirable arrangement.

The rudder house, just above, is well contrived, by a sloping wooden platform to the water, for launching and hauling up, for examining, and repair, &c.

At this point (nearly opposite the Algerine brass piece, on the south side) the hill and rocks have been worked away into a deeper quadrangular recess, in which are two double dry-docks, with store-houses, containing bar-iron on one side, and a range of forges on the other. The rock itself, to the height of about ninety feet, forming the back part at the head of the docks. Here a three-decker, the *Commerce*, was under repair (in October, 1837); another, the *Magnificent*, breaking up (most of her timbers going to repair other ships); in the next dock a store-ship (a gabare), and an 18-gun brig repairing.

Above the rocks, on the hill overlooking this, is a very extensive quadrangular building, the sailors' barracks, approached from the yard under, by a broad zig-zag road, cut through the rock. Many other parts of this hill over the yard have buildings connected with the yard; destination unknown.

Below these docks a new range of offices are erecting, joining the engineer offices, and artillery depôts. The quay here is partly covered (as opposite) by tiers of guns and carronades, to which they were fitting percussion locks. The rest of the yard on this (the *Recouvrance*) side, to the gate, is occupied by blacksmiths' workshops, and iron small-stores-houses.

In thus tracing both sides of the yard many minor buildings have escaped notice, such as the *corps de garde*, at intervals. Ranges of offices, and seamen's primary schools for seamanship; furnaces, steam-engine houses, forges, magazines, &c., some of them round the area of the dry-dock on the town side, just within the chief gate, the porter's lodges, besides various temporary buildings, adding to the efficiency of the whole. The *Bagne*, or convicts' barrack, has been mentioned; it stands immediately over the centre of the yard; the passage up to it behind the first block of store-houses. On the hill, at the entrance gate to it, there is a strong guard on constant duty, independent of the detached convict guards, charged with their superintendence, in their barracks, and at work in the yard. When at work each gang of ten convicts is watched by a sentry of the corps of convict police (*argousins*). Independent of them there are soldier sentinels at all the gates, and at various other conspicuous points of the yard, besides the *gendarmerie*, who are constantly going the rounds. There are several stations of firemen, a regular corps (*sapeur pompiers*), with an abundant supply of water led along the base of the buildings, and at fountains: indeed the finest water springs from the rocks on each side, throughout the whole length of the yard. Besides all these precautions in case of fire, either afloat or on shore, there are from three to four hundred tubs (some made of cast-iron) constantly kept filled, containing about a ton and a half of water, distributed on the quays, and on board the various ships.

moored in the river. The sheers for masting are below the yard under the castle, planted on a platform sixty feet above the water, and secured by chains to the rock behind, and on all hands, in a very solid clever manner, consisting of three spars spanned to a mast, and girded by horizontal beams.

There are upwards of twenty wooden cranes in the most convenient spots in the yard for loading and unloading, of a very simple and effective construction: a large wheel, with men within, being the moving power; as it is in the floating pumps, and machinery for clearing off the harbour mud (*curemoles*); in a word, every possible convenience abounds on all hands for the prompt execution of everything to be done. As has been said, the centre of the wharfs is occupied by cannon, anchors, and pig-ballast, all the way from the Amphitrite Fountain to the end of the rope-house.

After the piles of ballast, are the guns and carronades. First nine tiers (of 80 and 100 in each) 36-pounders; one of long ship-mortar guns, 80-pounders (frigates carrying two, line-of-battle ships, four, in centre ports on main and lower decks); fourteen tiers of 30-pounders, an improved light handsome gun, adopted instead of the longer heavier bell-muzzled ones hitherto in use; next eighteen tiers of carronades of the old shape, from 18-pounders to 48-pounders. Beyond these guns are ranged the (*Parc aux Ancres*) eighty-seven tiers of anchors (sixteen and eighteen in each), mostly of the old form, still kept up—in size from first-rates to sloops; that is, from 5270 killogrammes (about 12,000 lbs.) to 3600 lbs. There are more guns and anchors on the opposite wharfs, but not in any great numbers, besides a few tiers of guns on the wharfs of the victualling offices, on the Point of Recouvrance, which is again enclosed off from the suburbs, including the batteries round towards the bay of Camaret, towards which are the signal stations, and the platform battery of twenty brass 24-pounders commanding the anchorage. The powder magazine, and other public works, are also situated on the right bank of the river's mouth.

From these objects, connected with the dockyard, on both sides of the river, let us now turn to the arrangements afloat. It has been observed that no great space has been left open to the public, either on the town or suburb side, for wharfs of general business (indeed there is none doing), or the passage to and fro: from the lower end of the dockyard to the sheers, under the castle, at the entrance, where it is again enclosed, may be about four hundred yards; and as much on the Recouvrance side. Here a very clumsy ferry is established, farmed out to one party as a monopoly, to the very great inconvenience of everybody. This contrivance, by means of forty or fifty clumsy passage-boats (at a *liard* a-head), is much complained of by the inhabitants, and injures the place; besides which, not another boat is allowed to ply in any way either within or out to the anchorage in the roads. Application must be made at the office of this monopoly, on the wharf, for a boat, fixed at a very exorbitant rate, to go off to the men-of-war in the roads; so that the port, as a port, is sealed to everything and everybody except the Navy. In a word, it is nothing but the appendage to the Royal Naval Arsenal; all merchantmen, what few there are, all coasting small craft, go on up to Landerneau (five leagues up the bay), where the only import or export trade there is, is carried on. This

strange state of things has been partly brought on, no doubt, by the fear of the escape of the convicts ; but it hurts the town, even the naval part of it, incalculably. As to the passage across, nothing can be easier than the construction of a pontoon bridge. As it is, the chains, carried on rafts, stretch nearly across, leaving only a passage of sixty feet, both at the Admiral's chain of the dockyard, and again below all, close at the harbour's mouth, in a line between the victualling and bake-houses of Recouvrance, and the shot-yard below the castle, where the first of the series of hulks and ships in ordinary, moored up the whole length of the dockyard, is stationed.

This floating part of the "matériel" is moored by chains to each bow and quarter, at nearly equal distances from each other, and exactly numbered off, and named, from No. 1, just within the river's mouth, to No. 37, being the upper chain\* guard of the yard ; the Admiral, and lower chain, being No. 7 of the series. About half of these vessels are sea-worthy, and ready for immediate masting and fitting out, if wanted, except the seven outside the yard, which are old hulks, some cut down, and converted to various uses—for riggers, for stores, and receiving-hulks. The whole are covered in, as with us ; the Admiral (an old sloop-of-war) very tastefully roofed in, in a tent form, and ornamented with carved figure-heads. None of the harbour guardos carry the Admiral's flag, nor are they in a regular way officered, or partly manned, as ours are. They merely serve as an office of subordinate details and "corps de garde" for a detachment of Marines, sometimes soldiers of the Line ; the harbour duty being carried on at the Superintendent's office in the yard ; and that of the squadron in the roads, at the Admiral's office ("Le Préfet Maritime") in the left wing of the Marine Barracks—a very noble building at the north end of the Rue de la Mairie, behind the Naval Hospital, and on the eminence overlooking the yard and river.

It may not be uninteresting to enumerate the ships in ordinary as they are moored in the dockyard at present. (In the Post-Captain's office there is a plan of the whole, with each ship stuck in its berth by a pin through its card model, so that he can change it, and see at a glance where they are, and what changes take place, as they are fitted out and sent to sea, others out of dock, or laid up, &c.)

#### SHIPS MOORED IN THE PENNELOD\*—IN THE DOCKYARD, 1837.

Nos.	Remarks.
1. Diana	—old cut-down frigate.
2. Hebe	—ditto.
3.	An old gabare.
4. Jean Bart	—74, seamen's dépôt.
5.	Inconstant—brig, old.
6.	Ardent—old steamer, the Recouvrance link of the Admiral's chain.
7.	The Admiral—sloop, closing boom alongside.
8.	A new sloop-of-war.
9.	Ocean—120, new.
10.	Guerriere—old 60-gun frigate.
11.	Jean D'Arc—60 guns, serviceable.
12.	Ceres—sloop.
13.	Adour—sloop ; Nisus*, brig, alongside, a-tante, ready to sail.
14.	Sabine—sloop, new, from St. Malo.

\* Those "alongside," sitting, rigged, nearly ready, or just going to sea.

- | Nos. | Remarks.                                                                  |
|------|---------------------------------------------------------------------------|
| 15.  | Alcmene—sloop; Atalante*, 60; Amazon*, 60; frigates fitting alongside.    |
| 16.  | Astrea—small frigate, rigged, very handsome model.                        |
| 17.  | Neptune—74, new, rebuilt from the keel, a fine ship.                      |
| 18.  | Constance—frigate, old.                                                   |
| 19.  | Surveillante—60, frigate, old.                                            |
| 20.  | Arethusa—ship sloop, very handsome.                                       |
| 21.  | } Mud-machines, pontoons at work at these moorings.                       |
| 22.  |                                                                           |
| 23.  | Veteran—74, occupied by riggers (gabiers*).                               |
| 24.  | Junon—sloop.                                                              |
| 25.  | Galatea—frigate; an old Portuguese frigate alongside, and an old steamer. |
| 26.  | Magicienne—frigate, small, old.                                           |
| 27.  | An old sloop.                                                             |
| 28.  | Tourville—74, old.                                                        |
| 29.  | Tarn—sloop, old.                                                          |
| 30.  | Blonde—sloop, old.                                                        |
| 31.  | Flore—18, brig.                                                           |
| 32.  | Abeille—sloop, new from St. Malo, a fine vessel.                          |
| 33.  | } Old ships cut down, now store-hulks.                                    |
| 34.  |                                                                           |
| 35.  | Charente—sloop, riggers on board.                                         |
| 36.  | Antigone—frigate, old, rascée, stores.                                    |
| 37.  | L'Etonnante—sloop, rascée, guardio and upper chain.                       |

To these may be added some old sloops and steamers good for nothing, and no numbered.

In the roads, a short mile from the river's mouth, were laying the Dido, 60-gun frigate, going to the West Indies, with the flag of Rear-Admiral de la Bretonniere; two ship sloops-of-war; and five 18-gun brigs. Rather in-shore of them, the Orion, 74, is moored, and fitted (with only ten guns on board) as a naval college, and practical school for embryo-Midshipmen. The numbers on board vary according as the young gentlemen pass and are sent on board sea-going ships. At present (1837) there are forty on board, attended to by proper officers and able professors of astronomy and navigation. They are kept in strict discipline, and seldom allowed leave on shore. The name, as well as the uniform of Midshipmen, is changed of late in the French Service: they are now called *Elèves*, and are divided into the first and second class—the first wearing a gold *aiguillette* on the right shoulder; the second, alternate blue and gold (striped).

It remains, by way of summing up the present state of the Brest naval establishment, to notice something of the regulations and general economy of the yard, as to the work going on. There are said to be, in the whole, 3000 men employed, besides the convicts in gangs, of about 1000 more daily (out of the 2500, as many are ill, and some hundreds not worked in the yard from age and infirmity). The length of the day's work is regulated according to the seasons; graduated to minutes each month: in winter they enter at eight A.M., and leave at four P.M.; from April to September is the earliest, the longest day's work from half-past five A.M. to six in the evening. In winter only half-an-hour is allowed to dinner; in the longer days, an hour. No excuse passes after the second dockyard bell has done ringing; the first rings for six minutes, the last for fifteen; forty-five minutes elapses, when they are checked and mulcted. The general pay ranges at about one franc six sous, little more than thirteen-pence; the higher artisans from two francs to two francs ten sous; the clerks, and all the

officers connected with the yard, on an equally modest scale of remuneration, in proportion to their duties and capacities; nor does it seem at all to operate against their steady performance, in the most efficient manner, of their respective tasks: while, on the one hand, it enables Government to retain a vigorous establishment, and, comparatively, throwing very few even partially out of employ; on the other, it is found, on an average, as much as individuals can obtain for their work elsewhere in the country. A false importance is nowhere raised, and few or none are discontented; seeing that the very highest offices, up to the Maritime Prefect, the scale of salary, or rather its modesty, is scrupulously adhered to.

The order of the work going on in the yard, at all quarters, seems to be carried on with the most exact method, and the best economy, both of labour and material, in every department. For the communication of the work parties from side to side, there are harbour-boats constantly manned at the different stairs; for the minute superintendence of every sort of work, quartermasters respectively attend, independent of a general supervision, ranging all over the yard, of superiors, who visit and look narrowly into everything going on, so that there is constantly a double check on waste or inattention.

The only drawback to the excellence of the whole system would seem to be the presence of the convicts in the yard at all! (just as it is with us). They are, however, kept at separate employments as much as possible—such as that requiring mere moving power in the wheels of the mud-machines, the cranes, and to drag the stores about, attached to carts contrived for them. In this way they are made as useful as it is possible. Still, a good many are employed more confidentially, without being chained two and two, and with but a slender ring round the leg, according to their continued good behaviour. From long habit these men, though made to follow the regulations of the rest, marched in a body in and out of their barracks, chained to a long bolt to their beds at night, &c., are at last hardly looked on as criminals: they converse with the workmen, and even the officers. They are allowed a small pay for work done over what is considered a moderate day's work, but never to exceed a sixth of any regular workman's pay. This applies, indeed, to all the convicts, who may thus earn three-half-pence a-day, independent of the sale of little articles the result of their ingenuity when within their own walls: but this lenity extended to them, after all, only increases the incongruity of the mixture with men of good character, and the greater danger of their contamination.

Associating together, there is no hope of any amelioration of the convicts' character—resigned they must be. The great touchstone of their deserts, in general, is simply whether they ever attempt to get away: next to a second murder, the gravest offence they can commit: out of about fifty who do attempt it each year, only from one to three get clear off. Their former crimes, their known present character, whether single, or coupled and chained, their very dress, which is hideous, (brickdust red and yellow trowsers, with a red cap,—a green one on those in for life), renders their presence hateful at best; their work, for twenty years it may be, (of one half their lives,) is forfeited to the State, and is made thus of use to the State. On roads, piers, harbours, breakwaters,



bridges—anywhere almost,—would, however, be better than within a dockyard, for many cogent reasons that cannot fail to strike all conversant with shipping.

On looking to the building part of the French yards—to the make of the various parts belonging to the fit-out of men-of-war, there does not appear to be anything invented of late of any great practical use unknown to us. Their science, their practical cleverness, the goodness, strength and beauty, strikes at first sight in their hulls afloat, and on the stocks: they abstain from fantastic experiments on the sterns of their ships (*vide* our ante-showroom, alas! for the nonce, at the Admiralty); they have made the round-stern as convenient and elegant as possible, compatible with its strength and simplicity, where they have adopted it. In their other ships they have ceased having so many cabin windows athwart; in their frigates two serve sufficiently for light to the cabin, and port-holes on occasion. Carved-work is used more sparingly: but where it is, it is graceful, and really an ornament. In the sculpture rooms of the Brest-yard there were many fine models of whole-length figure-heads and busts ready for shipping, but there was very little doing for the moment; what there was (a bust and side-boards for the gangways of frigates) were masterly (in arabesque). The Museum, too, is full of fine figure-heads, and models of ships built, and of everything belonging to them.

Of new plans not yet adopted by us, that of planking up the heads tight from the cut-water to the cat-head knees above the hawse-holes, is a great improvement, both in look and use, in a sea way. They are trying hard at a greater facility for cat-head stoppers for the bowers, as well as to let their flukes ride well in board on an inclined plane, so as to leave the least possible weight without.

They are adopting the new top-mast clamp fid, catching on both sides, instead of all through. They are, too, assiduous in contrivances at that great desideratum, an effective capstan power—a self-acting tooth and stopper round in the play of the palls, doing without a messenger, for chain cables, is now under experiment. They have done away with carronade slides and trucks; they act on a solid carriage-bed and feet, on swivel bolt at the port, and tight breeched; as this is found to answer (the recoil mastered), it is a very great improvement. All their guns are fired by percussion locks. Of late the long-gun mortars (of 80lb.) are carried by frigates and line-of-battle ships; the *Dido* had three on board, abreast the mainmast. There were a great many models of inventions for a rudder, capable of being easily reshipped, or replaced, but none in use; they seem too complicated to answer.

It has been observed, the increased size of the French ships, of all classes (taken up from the Americans); this applies to their boats as well, which are on a much larger scale than ours continue to be,—particularly their cutters, yauls, and launches, which are fitted with centre davits at the bow and stern (for anchors), and strengthened round the thwart ends inside with a horizontal planking of a foot wide all round; a decided improvement on many accounts. In a notice of this kind, however, it is impossible either to enter into particulars, from want of space, want of time on the spot, and lastly from ignorance of many facts, even to mention innumerable things in detail, from which we

might, perhaps, profit:—the subject will be reverted to in a future number. Among other things, there is a new plan of setting up the lower rigging under trial, consisting of sliding iron bars playing within each other, one fast to the chains, the shrouds above turned into a thimble of the other, getting rid at once of all the lumber of dead eyes, laniards, mats, &c., one bar with teeth catching in the holes of the other. The rigging is set up by a simple lever prizing in through the ring of the shroud above, hooked to the lower bar; it may act overboard, or inboard, the lever exerting a force equal to anything required, by one or two hauling lines down from the end for the men to clap on, where they cannot reach. By this method few hands will be wanted, time gained, and greater neatness in appearance. The Americans have come very near this method in shortening and simplifying, generally a very long lumbering operation, by setting the shrouds up to their own standing part, from the hearts of the chain-plates in some of their smaller ships.

It is not meant, in this view of the naval arsenal at Brest, to embrace all the various branches connected, not so much with it in particular, as with their naval service generally; such as their floating college for the midshipmen, the seamen's hospital, and their maritime nurseries for seamen, their *mousses* (sailor boys).

Here, as at Toulon, they are in companies (two at Brest) on board an old corvette moored in the roads (near the Orion), which serves merely as a hulk to lodge them and their superintendent officers—two Commanders (by turns), and two Lieutenants, with 2nd class boat-swains and boatswains' mates, together with fifteen able seamen for their instruction. A small gun-brig is anchored near them, on board which they are exercised at the guns, and all sorts of seamanship, including getting under way, and sailing about the Bay; great pains are taken with these boys, not only to make them good sailors, but with their religion and morals. Every Sunday they go to church at Recouvrance, besides being attended to by the chaplain of the Orion. In proportion as they are drafted to sea-going ships, they are immediately replaced by other boys from the town and department who have been already enrolled as intended *mousses* for one year, for which there is some little preparatory instruction and interest required. It is not so much in the numbers supplied the Navy that these establishments are interesting, as the wisdom and goodness of the plan's being set on foot in all their naval ports, that should command our most serious attention.

Neither is it so much what is now doing in Brest dockyard,—with only three or four ships of the line afloat ready for immediate commission, with the three on the stocks and in dock, and the dozen frigates on the stocks and in ordinary more or less ready for service, that is of any great moment to us, so much as the great capabilities of the yard as a whole; the solidity and fitness of all the structures capable of at once creating a great armament if required; backed by a country rich in everything required, forges and foundries in the best order and latest improvements: the one near Nantes, sends immense supplies of cannon to all the naval arsenals, where they are kept, as we have seen, in the highest order, and ready for their ships at a moment's

notice. In the same way they possess ample stores for large fleets; of anchors of every description; of tanks, boilers, grates, chain-cables, and all other iron furniture of ships, in profusion, kept blacked and painted with great nicety, and generally everything in the best order, and of the best sort, as to its manufacture.

In the same way the best practical measures are taken for the timber supplies, as to the cutting, the price, the delivery, &c. Brest has less in store just now seasoned, than Cherbourg; they prefer their own oak to that of the Baltic, good as it is; but any quantity may be had at a very short notice, independent of its being a well-wooded province throughout the sea margin. In a word, ships, if wanted, would spring up like the teeth of Cadmus, only not armed, from other building ports not reckoned as regular dockyards, such as Morlaix and St. Malo, which often send round fine men-of-war to Brest, L'Orient, and Cherbourg, to be fitted and armed; so that the standing order "to have in readiness forty sail of the line and sixty frigates," is rather an expensive than efficient *ordonnance*, while they are not immediately wanted. With the matured means they have laboured to possess for these last twenty years, there is no need of any great show afloat; at which point (in the consideration of all naval powers) the main and most essential question arises,—after what fashion they will be handled?\*

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\* Reverting to improvements on our old order of things on board frigates, it is thought the French plan, of having the main and mizen *chains* in one, is good; and carrying spare topsail-yards in them, together with a kedge-anchor aft. Double davits on the quarters for two boats. The booms reduced to the *smallest* compass on each side, over the main-deck, and the spars masked (two topmasts and two yards). Hammocks on the quarter-deck, stowed *double*, as well as on the gangways. Scuttles fore-and-aft, fixed, with *bull's-eyes* in them, and opening with a hinge *foreward*, so that they shut of themselves if struck by a spray, with headway; or on heeling over. Discontinuance of ratlines to the futtock-shrouds: seamen have plenty of work aloft without this added elbow into the top—"lubber's hole" need not be lubberly—all trials of smart daring seamen come on, necessarily, above *that* stop.

There is another point in which the French are certainly right—making their men *mess* on the main-deck, and without tables. It is so much more lumber got rid of, and *room* gained; but the goodness of it is in keeping the between decks clean, dry, and comfortable for the men to go to, after meals—the temporary litter and dirt on the main-deck is nothing to what it is betwixt decks: except in very cold Channel weather, there can be no doubt about its superiority. The main-deck is always clean, and as good a table for jack's *tû-kids* (of beef and pudding, and grog) as his one below: it is *handier*, *lighter*, but above all, it is *cleaner*. Meals occupy little time, and a *Turk's seat* is as good as any.

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DISCUSSIONS OF COLONEL MITCHELL AND BRITANNICUS  
ON PROMOTION.

“ ’Tis a shame to the Army that men of such spirit  
Should never obtain the reward of their merit ;  
For the Captain’s as honest a man, I’ll be sworn,  
And as gallant a fellow as ever was born ;  
After so many hardships and dangers incurred,  
He himself thinks he ought to be better preferred.”

NEW BATH GUIDE.

THE discussions between Colonel Mitchell and Britannicus on the subject of military promotion as connected with the character and efficiency of the Army, have naturally attracted much notice from the readers of the United Service Journal. Many who have experienced disappointment in their military career, must feel a deep personal interest in the arguments of Colonel Mitchell ; while the generality, on the other hand, who consider that the purchase system is the best expedient, as yet discovered, for maintaining the efficiency of the Army, by advancing younger officers in the least invidious manner, and for supporting its high character by holding out prospects of promotion to that class of society in which most expense and care are usually bestowed on education, regret that this attempt should be made to disturb the minds of those who, having entered the army with a full knowledge of its chances, and contented to run the ordinary course before them, have hitherto been contented with their position in the Army, and with the credit and respectability which they derive from it.

Every one knows there can be no positive security against the advancement of persons who, though apparently deserving, are yet incompetent to high command ; indeed, Colonel Mitchell himself observes with truth, that a man may be an exemplary Lieutenant, and yet unfit to command a regiment ; but the question is, what system could be devised that should really attain the object of bringing forward none but those who deserve advancement, and at the same time avoiding the evil of having too old a description of officers ? Has this invaluable secret ever yet been discovered in civil or military life, either in its highest or lowest ranks ? Did the Poles, in the days of their national glory, succeed in the choice of the fittest men to be their elective sovereigns ? Does the private soldier, who is selected for promotion to be a serjeant on account of his good behaviour, invariably fulfil the expectation of his commanding officer ?

During the brightest period of the French monarchy under the Bourbon dynasty, Louis XIV. made it his chief aim to select the very best officers for the command of his armies, and, excepting Napoleon’s Marshals, there never was a more distinguished body of military commanders. But were the Generals selected during the most triumphant period of his reign, and when every campaign afforded fresh means of attesting their merits, and when both his interest and his vanity made him equally careful in his choice, invariably worthy of their advancement to high commands ? His noble reception of Marshal Villeroy, after his defeat at Ramillies, showed that Louis was aware of the impossibility of such a theory, and that he knew how to make allowance for

the failure of his Generals as well as to reward their successes. "Mon-sieur le Maréchal," said Louis, "à notre âge on n'est plus heureux ;" a far more generous and wiser proceeding than to have sought any cause of blame in the favour he had experienced in his military advancement.

Again, what sort of result had the election of their officers by the Americans in their first revolt against England? Perhaps there never was more arbitrary severity exercised by any Commander-in-Chief than by the wise and prudent Washington, in getting rid of the inefficient leaders originally chosen. Yet these men had been advanced to command for no other cause but supposed pre-eminent merit, by those comrades and neighbours who certainly had every reasonable means of knowing their characters and previous acquirements. Had Washington been less rigid in this stern duty, it has been supposed that the contest with England might have had a very different termination.

Papineaus and M'Kenzie would have been less formidable opponents to the British Generals than Gates or Lee.

But without looking to the history of other countries, we may, in the actual institutions of our own, find plenty of materials and experience from which to pursue the same line of argument. We have the Navy, the Marines, and the Artillery systems before us. To begin with the Navy, let us, in the first place, fairly examine the mode of advancement, and next, the feelings produced by its operation among the officers of that distinguished Service.

All promotion in the Navy, up to the rank of Post Captain, professes to be founded on merit. Excepting some few restrictions, obliging an officer to have served a certain time in each rank before he is promoted to the next, there actually appears no limit whatever to selecting the officers of the Navy upon the exclusive grounds of their talents and acquirements.

If this theory is honestly acted upon by those who govern the Navy, neither the young nobleman nor wealthy commoner can ever, without fully deserving it, step over the head of the man who has shed his blood for his country in time of war, or has had opportunities of showing, in time of peace, that he possesses a knowledge of every branch of his duty; for, as Colonel Mitchell truly reminds us, the Navy have this professional advantage over the Army, that however settled and unbroken may be the peace of the world, the elements are enemies against which the contention of the naval officer is incessant, and scarce a week passes at sea without affording him some opportunity of showing his presence of mind, his judgment, or his practical as well as theoretical proficiency. It is owing to this that the British Admiralty are never reduced to conjecture or inference for making proper selections, as must so often happen in the Army during the time of peace. Direct information and positive facts are always within reach of the Admiralty for selection of the best officers of each rank for advancement; and if they can but compel the Captain of every vessel in commission to tell them the strict truth concerning the conduct and merit of each officer under his orders, a compulsion easily enforced, the Admiralty may keep a register of the whole professional history of every officer in the Navy, so full in its details as to enable them to avoid even making the smallest error in the choice of officers for promotion. Such a system as this would seem calculated to meet all Colonel Mitchell's views of perfection. No theory can be more apparently certain of success.

But let us look to the practice. How comes it that in our Naval Service there are so many old men in subordinate ranks, and so many young men over their heads? In many cases these young men seem excellent officers, but in other instances—

“The things themselves are neither rich nor rare,  
We wonder how the devil they got there.”

As we have shown, there need be no lack of information as to the merits of officers, so we find that if there is any error in selection, it cannot arise from want of judges competent to weigh the value of those merits on professional grounds, for in his evidence before the Military Consolidation Commission, Mr. Barrow, who was called to prove the imagined superiority of the Admiralty over the Horse Guards, assured the committee that there was one *Naval* Lord belonging to the Board of Admiralty for the express purpose of enlightening the First Lord as to the professional merits of all candidates and applicants for promotion. He at the same time demonstrated that there was no want of candidates and applicants from which to make the most fastidious choice, by declaring that the *whole time* of the First Lord was, under the present admirable system, devoted to answering applications for favour or advancement!

Could we only hope that these applications were all from Admirals and Captains serving afloat, in various parts of the world, representing and explaining the various merits of the officers of every rank, and soliciting a justly proportioned promotion for the most deserving subjects, this employment of the First Lord would be highly commendable and advantageous to the Service; but we fear there is very little of the First Lord's time so occupied; indeed, we may venture to guess that for every well-founded application from professional men, and on professional grounds, there are twenty impudent and pressing letters from persons who possess no other claim for interference than their parliamentary influence, urging and driving forward the promotion of uncles, cousins, and friends, without the most distant reference to merit or talents, and yet under the comfortable conviction that in the present state of party, the First Lord dare not refuse the most grasping and unreasonable demands. Nay, to such a height was this unblushing political influence over the Admiralty carried a short time back, that there was absolutely a small squadron put in commission at Portsmouth, to console the Naval Captains who had been rejected candidates on the Reform interest at the different town and county elections.

Such, then, is the practical operation of the system proposed in the Navy of *promotion by merit*, and we are next to consider the feeling it has produced among the officers of that noble profession. One object of the Admiralty has been completely attained. They have, in the quietest way in the world, made it known to the officers of the Navy, that, while the present chiefs remain in power, there is but one road to advancement, that of political subserviency; a road as revolting, and as repugnant to the feelings of a British Naval officer of the true stamp, as any that could be forced upon his conviction. Nor are we merely to lament over a temporary mischief: this system of political promotion in the Navy has entailed a lasting injury on the Service, since it has shackled any future administration of the Admiralty, by imposing upon it the necessity of pursuing, for some time, in self-defence, the same

odious course. Two distinct lists of officers for promotion will thus have been created in a department where merit is put forth with such ostentation as the only claim for promotion, and the command of our fleets and ships will henceforward be given from the Tory or Whig list, just as either party may be in power; while the officer who, meddling with neither, has devoted his attention to his profession, has scarce a chance of his merits being remembered in the scramble produced by this iniquitous traffic of parliamentary interest for professional employment. We need scarcely observe, that the feeling produced among this valuable class of officers is one of deep disgust and indifference, alike hurtful to themselves and to the public Service.

The Service of the Marines is next to be considered, with respect to the system of promotion of Officers. In the Marines we find neither wealth nor interest can avail their possessor; the unbending rule of seniority can never be violated; neither bravery, talent, nor zeal can afford the Marine officer an opening prospect; yet among all classes, military, civil, and naval, there is but one general good opinion of the corps of Royal Marines. Employ them how you will and where you will—let the Marines share the glories of Trafalgar, or let them be forced spectators (and firm and formidable spectators they were) of the flight of their unfortunate countrymen before St. Sebastian under Colonel Evans, they still uphold their untarnished honour; and however their being present at all was to be deprecated, yet their steady valour on that fatal occasion served at least to prove to the world that there was a wide distinction between the troops in the legitimate service of their own Sovereign, and those who hired themselves out for the purposes of civil war. Indeed, it is not too much to affirm that every officer of the British Army who has its glory at heart, must have congratulated himself that the Marines had that remarkable opportunity of vindicating the Peninsular honours of the British Army, upon the very scene of some of its successes. Certainly the conduct of the Marines on that day has, if possible, increased the already strong sympathy for the hopeless position of the Officers of this gallant corps, as to their prospects of promotion. Every one appears to agree that something should be done for their relief from the present depressing system of promotion by seniority; and it is really remarkable, that purchase seems to be the remedy most generally suggested, and most desired by the corps themselves. At all events, the system most dreaded by them is that of the Admiralty, for the brave marines are no politicians, and have no fauſcy for passing under the despotic yoke of political influence.

We now come to a consideration of the Artillery Promotion, where, as in the Marines, seniority is the undeviating rule; but as the scientific education of the Artillery and Engineer officers renders their services available for many duties of civil administration, there are numerous advantages open to them of which the Marines cannot partake. Still there has long been a prevalent opinion, that even, on grounds of public convenience, and the efficiency of the corps, there should be some means devised of bringing forward younger officers in the Artillery and Engineers than the present rules permit; and here, again, we find that the majority of Artillery and Engineer officers consider the introduction of a well-restricted system of purchase would be the most beneficial measure that could be adopted in their behalf.

In short, as long as the world continues in its present imperfect state, anything is preferable to promotion, by supposed merit, for it is as uncertain and capricious as it is injurious to the independence and proper spirit of the officers subject to its baleful provisions. This is no theory; we have the practice of the Admiralty before us, to show the result of attempting promotion by merit. Certainly, when a ministry have been long enough in office, and are sufficiently secure of the support of the country, the Admiralty may venture occasionally to notice merit for its own sake, especially if an active war affords opportunities for officers to attract public notice by very decided and brilliant achievements; but after once the spirit of faction and party has so long possessed this country as at present, whatever side may be in power, must, whether willing or not, barter, to a deplorable degree, the naval promotion for the procuring of proselytes, or the rewarding of strenuous political supporters.

There prevailed an opinion, many years ago, in the Navy, that it was better to have a civilian First Lord of the Admiralty than a Naval officer, on account of the partiality likely to be shown by any man high in the Navy for his former followers; but the experience of the few last years must, surely, have long since convinced those who entertained that opinion, that the Service would have had infinitely fairer play from an Admiral, even if he had absolutely gone the length of promoting every officer who had served in his ships, than from a succession of civilian chiefs, who, however good their intentions, are compelled to become mere deputies of Government for the most effusive distribution of patronage.

The administration of the Army by a Commander-in-Chief has, hitherto, happily prevented political influence from much intermeddling with the advancement of officers; but who would venture to hope that, if a system of promotion *for merit*, or, in plain English, *by favour*, were once introduced in the British Army, the Government of the day would not instantly throw the administration of the Army into the hands of a civilian Secretary-at-War, and convert the whole system of promotion into a flesh organ for the corrupt extension of patronage? If ever such a misfortune falls upon the Army, Colonel Mitchell will, indeed, have reason for his exclamation,—“Is there any consideration known to Christians which can justify the promotion of any but men of the highest discoverable merit?” He would find that whatever may be the considerations known to Christians, those which are known to factious politicians are more powerful, and would be acted upon by them without much scruple.

Before quitting this subject, it may be permitted to observe upon the very fastidious views taken by Colonel Mitchell, of the standard of military merit, and the value set upon it by the authorities. Knowledge of languages, of fortifications, of field movements, he seems to value very little; regimental duty he looks upon as an acquirement to be easily acquired in a week; his views of military merit are above such detail altogether. The qualities most necessary to an officer, he tells us, are “presence of mind and quickness of observation; he must be an able judge of human nature, for the purpose of appreciating his subordinates; his disposition must be cheerful, in order to encourage them under hardships; and his exertions to alleviate their sufferings should



bear proofs of kindness of feeling. Placed by his profession in the first ranks of society, he must not only possess the knowledge required by that profession, but the manners and acquirements belonging to the rank in which he is required to move."

Here is, no doubt, an admirable sketch of what a British officer ought to be, or rather what he ought to become; but since none of this will come from inspiration, what are the means of reaching this high standard except a resolution of commencing diligently with those details which are treated so scornfully by Colonel Mitchell? What is so likely to give him presence of mind in the hour of action and difficulty, as a thorough knowledge of the organization of the human engine under his orders, and the consequent consciousness of its powers, and how to make them of most avail? As for quickness of observation, which is most able to make use of his eyes in riding through a new country—the horseman who is so well practised in the management of his steed that none of his attention is necessary for its guidance—or the untaught equestrian, who is compelled to concentrate all his attention on the government of his horse, and, therefore, can scarce take his eyes off the animal's head before him to notice the surrounding objects? With respect to appreciation of the qualities of subordinates, where is there a better school for this art than the interior economy of the Troop or Company where, from the hour he first joins, the officer finds his account in studying the habits and characters of the non-commissioned officers and men? and how many an opportunity, even on home service, presents itself to the well-disposed officer, for showing the soldier that kindness and concern for his welfare which renders him so devoted a follower in the field of battle! Lastly, where is there a better academy for the habits and manners of gentlemen than the mess of a well-regulated body of British officers?

It is surprising that Colonel Mitchell should attribute so much of the former success of the British arms to the "gallantry of the mass." On many occasions during the services of the late Legion in Spain, the daring gallantry shown by the soldiers equalled many of the Peninsular Army's achievements. Yet, for want of competent leaders to direct this gallantry of the mass, what did it avail?

If, as Colonel Mitchell would persuade us, that gold and chance are the chief causes of promotion, it is strange to see how these blind guides have brought forward not only such distinguished leaders in the field, but such excellent Colonial Governors, and such efficient Public Men, as we have seen selected from the upper ranks of the Army; while, as regards regimental command, any candid person who will take the pains to peruse the evidence before the Military Flogging Committee, must perceive that the commands of regiments are not in the hands of officers unfit for the arduous and perplexing task of maintaining discipline under all those difficulties that civil interference and legislation have, during the last twelve years, contrived to throw in their way.

SPECTATOR.

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## A LETTER FROM UPPER CANADA.

BY AN OLD MILITARY SETTLER.

DEAR —,—You wish me to give you some account of Canada, and I will endeavour to do so ; and if the little that I have to say upon the subject does not tend to instruct, it will, I hope, serve to amuse you, and enable you to form correct ideas of this remote but interesting corner of the world. I may not possess extensive information upon every subject connected with Canadian affairs, nor do I wish to tire you with lengthened or studied details.

Having resided many years in Upper Canada, and circumstances having obliged me to consider it my adopted country and home, I have grown imperceptibly attached to the rough life of a woodsman ; but I will endeavour to divest myself of prejudice, and hope to be able to present you with a plain unembellished account.

Emigrants coming to Canada generally entertain very erroneous opinions ; their information having been collected from the writings of people who have little knowledge of the country, or are governed by interested motives, they come full of romantic and whimsical notions, but perfectly ignorant of the country they are about to inhabit, and of the trials that await them. They ought to bring a good supply of bedding and warm clothes, a few carpenters' tools, books, and such other things as they conceive may be necessary in a country life ; but I would advise them on no account to encumber themselves with old or useless articles. On their arrival they ought to abstain from eating new potatoes, green peas, unripe fruit, &c., or use them in moderation ; for many, on their first arrival, are afflicted with dysentery, which, I am confident, is occasioned by the greediness with which they devour vegetables of every kind, after having been confined a few weeks to the use of salt provisions. Fever and ague are common complaints all over America, but seldom prove fatal. They generally make their appearance in new settlements in four or five years after we have commenced clearing land, rage for one or two years, and then almost wholly disappear. They are probably to be attributed to the foul vapours arising from the decayed stumps and roots of trees, and other vegetable substances. Intermittent and other fevers are common in the neighbourhood of large marshes and stagnant ponds. Emigrants ought to avoid such places, and I do not exaggerate when I pronounce Canada to be a very healthy country.

Canada is rapidly rising in importance ; rail-roads and canals are constructing in different places. We derive great advantages from our lakes and navigable rivers, and the difficulties we encounter in converting the forest into fertile fields are not greater than we have reason to expect. Men of capital have here excellent opportunities for investing money ; the poor and the industrious find a place of refuge, and good employment. Blacksmiths, masons, carpenters, and other mechanics get high wages, and, when not idle or intemperate, they live in comfort, and often accumulate wealth. Why, then, do any of our countrymen prefer the United States to Canada ? Is it not from the foolish and imaginary notions they entertain about liberty, without

knowing the true meaning of the word, or the extent of liberty that they would wish to enjoy? Here we enjoy perfect liberty, for none are restrained but evil doers; and in all civilised societies it is found absolutely necessary to restrain the wicked. Much depends upon their choice of land. They must be particularly careful how they receive the advice that will everywhere be gratuitously offered to them. Some, from anxiety to have neighbours, will advise the emigrants to settle near them; others, because they hope to be able to sell such provisions as they have to spare, or because they think the emigrants have a few dollars in their pockets, and, being strangers in the country and unacquainted with its customs, will be glad to employ them on their own exorbitant terms. All will declare that they are living where the land is excellent, the situation unrivalled; though, perhaps, when the truth is revealed, it will be found a barren tract in some secluded place. Many assert that the quality of the land may be ascertained by the size and quality of the timber, and that trees of a large growth are only to be found where the soil is good; but that is incorrect. Who, that has seen the rocky shores of the Rideau lake, though clothed with stately pines and other evergreens, would say such land is fit for cultivation? Even large maple and basswood trees, though generally indicating a rich soil, are often found growing among the crevices of rocks. I have resided in different parts of the province, and have rambled over most of it; and as many of my excursions were performed on foot, I have had ample opportunities of examining the country, and collecting useful information. Though I have everywhere found abundance of good land, the result of these rambles has been to convince me that the western parts of the province best deserve the attention of emigrants, on account of the fertility of the soil, and the mildness of the climate.

In the Western District, horses and horned cattle often range in the woods during the winter, without receiving fodder. I have never seen the snow more than six inches deep there, except where it has been drifted by the wind, and have been for weeks together, in the months of January and February, without gloves on my hands, though working every day in the woods; and were it not for an occasional cold blast, we might forget that we were living in Canada. In the eastern parts of the province the winters are long and severe, and many horned cattle perish through the inclemency of the weather and a scarcity of fodder. In those parts bordering on the St. Lawrence, the Ottawa, the Rideau, and other tributary streams, there are many extensive tracts entirely unfit for cultivation. I have often travelled for miles over rocky hills, and through almost impenetrable swamps. Lakes and rivers are numerous, and well supplied with fish, and in many places the scenery is extremely picturesque. I have picked up handsome specimens of iron and lead, and great quantities of mica, among the limestone rocks on the surface, and think in time it will be famed for its mineral productions.

About sixteen years ago, a number of families came from Glasgow and its neighbourhood. They were assisted by Government, and settled in the district of Bathurst. They were moral and industrious, and an acquisition to the country; but such was the bad quality of the land selected for them, that many of them, after struggling for years, abandoned their farms, and removed to other places; and even now several

of them are removing with their families to the Western District, a distance of several hundred miles, and commencing again in the woods.

The whole face of the country is one continued forest of stately trees, with very little variation, except where it has been cleared by the hand of man. In some places, but particularly in the London and Western Districts, there are plains, prairies, and beaver-meadows. The plains are light sandy tracts with small stunted oaks or pines thinly scattered over them, or in some places only a few bushes; the prairies are low, level, and moist, without any kind of timber, but clothed luxuriantly with grass, and affording pasturage to large herds of cattle. Beaver-meadows are valleys on the banks of rivulets; and where the beavers, by damming up the water, have destroyed the timber, they resemble the prairies, and produce abundant crops of grass, which is often of a good quality.

The roads, as in all new settlements, are bad in the extreme, and are often impassable, particularly after heavy rains. Sometimes it is impossible to bring horses or oxen through them with loads; and as provisions must be had, judge then what a man who has lived in any kind of comfort in happy England must feel when travelling for miles through these gloomy woods, often above his knees in mud and water, and with a heavy load of pork or flour upon his back; and yet this is one of the many difficulties which most of us have had to encounter. Travellers often lose their way, and are obliged to pass the night in the woods, under a tree, cold, wet, and hungry, and without bed or supper. These adventures, though distressing at the time, are soon forgotten, or remembered only as a joke; and, strange as it may appear, I have seldom known any person to suffer in health from such rough treatment.

Our towns and villages are well supplied with taverns; the accommodations are good, and the charges moderate. The traveller can be accommodated at the public table, or by himself; five shillings currency, equal to four shillings and sixpence sterling, is in general the charge for board and lodging for one day—or one shilling and threepence for each meal. There are also good taverns upon most of the public roads; but in more remote places the accommodations are miserable, and the traveller must often be contented to do without a bed, or sleep in a very dirty one with some other lodger. I was once travelling on foot between Kingston and Cobourg, and stopped at a tavern kept by a man named Frelick, who had also a large farm. I sat down to a good substantial supper with the family, for which I was charged only tenpence, and got a clean comfortable bed for sixpence. On another occasion I was obliged to stop at a farm-house, being unable to get to a tavern. The farmer, who was an American, treated me with hospitality. Like most of his countrymen, he was very illiterate. He inquired if I had lately arrived from Europe, and was looking for land. I told him I had been seven years in the country, and had a farm. "Oh, then," said his wife, "you are almost civilised!"

Upper Canada is inhabited by people from all parts of the world; but as many thousands have come from the British Isles within the last twenty years, they are to be found in every part, and I have always had the good fortune to have my own countrymen for neighbours. The natives of the country find their way through the woods with

almost as much facility as the Indians: they are expert at hunting, fishing, clearing land, erecting houses, and such other employments as they have been accustomed to. I have met many worthy characters among them; but, generally, they are too fond of playing mean, or Yankee tricks, and are not to be depended upon in their dealings. I have known some great professors of religion, who considered it to be highly improper to dance or sing, and yet would not scruple at any fraudulent practices to gain a few shillings. They are fond of good living, and will obtain it upon any terms. They entertain high notions of their own importance; and though their information upon general subjects is very limited, they express surprise that Europeans should be ignorant of subjects that are exclusively American, and will often say—" 'Em 'ere old country folks knows noathing at all!"

Our neighbours in the United States boast of deriving many advantages from living under a Republican Government; but I have never been able to find out what those advantages are, and am certain it would puzzle them to tell. The taxes they pay are about three times as heavy as ours; we enjoy perfect liberty—are governed by mild and equitable laws—and to be in close alliance with the British Empire, the land of our fathers, we consider an honour and an advantage. Conscious of the many blessings we enjoy, we are attached to the Government under which we live—and it may justly be said that her Majesty's subjects in Upper Canada are a happy and a loyal people.

The Indians are not the kind of people that I anticipated: I have looked in vain for such men as "Outalissi." Those who live in the Lower Province profess the Roman Catholic religion, but appear to attend only to a few of the outward forms: in the Upper Province most of them have been lately converted to Christianity, and are attached to the Methodist persuasion—and I am happy in being able to say that their conversion appears to be attended with much good, for they were, till lately, with few exceptions, the most idle, drunken, quarrelsome, pilfering, dirty set of vagabonds I ever saw. I have no doubt but their constant intercourse with white people has changed them greatly from what they formerly were. They find their way through the trackless forest with perfect ease, appear to suffer little inconvenience from the inclemency of the weather, and are expert hunters and fishermen, from which they in a great measure derive their subsistence. They, in general, shun the company of their white neighbours, and appear to consider us as intruders. Government does much to ameliorate their condition; and superintendents and missionaries are stationed among them. Their numbers are diminishing rapidly, owing, I suppose, in a great measure, to the dissolute lives they lead. There never came within my own knowledge an instance of an Indian dying what we call "a natural death;" but I have known several instances of their being drowned, or killed in drunken broils.

A number of Indians once assembled in my house; most of them were intoxicated. Among them was a very old squaw, known among us by the name of Old Mother Louis: she was wrangling with a much younger squaw, who endeavoured to avoid her; I could not ascertain the cause of their quarrel, as their conversation was carried on in their own language. Old Mother Louis, when she thought she was unperceived, drew out her knife and endeavoured to stab the other squaw—

and certainly would have succeeded, if an Indian, standing close to her, had not seized her arm just as she was making the blow; the other Indians who were present took very little notice of the transaction. Being present at the time, I was very angry, and gave the old squaw a great scolding; but thinking it best to divert her attention to some other subject, I told her she ought to be singing and dancing instead of quarrelling, at the same time snapping my fingers, and humming a tune. My plan had the desired effect, for in a few minutes the poor, wrinkled, old creature was capering about the room, and there was no more quarrelling among them. A few months afterwards, the squaw who was so near falling a victim to Old Mother Louis' resentment, treacherously killed her own husband, or rather the Indian she was living with, for they were not married; and soon after that Old Mother Louis had one of her fingers bitten off by her own daughter in a drunken frolic which they had at a tavern a short distance from my house. I could enumerate many more broils of the same kind.

My account of our red brethren will not please you; but you must remember I am not writing a romance. I lately saw a great number of Indians assembled to receive the presents which are annually given to them by Government. They were separated into different parties, according to rank, age, and sex, and all were seated on the ground; some were decorated with Indian ornaments, some in clothes of tawdry colours, and others wrapped up in dirty blankets; the spectacle was imposing. The Provincial Parliament, much to its honour, has passed a law imposing a heavy fine upon any person found selling spirituous liquors to these poor creatures; and as they are now embracing the Christian faith, we may hope they will in future lead more regular lives. They are all under the control of Government, and never commit depredations upon the settlers.

The province of Upper Canada is divided into districts, counties or ridings, and townships; each district has a jail and court-house, where the courts of justice are held. The townships vary in size and form, but are generally ten miles square. Every township is surrounded by a space left for a public road, called the town-line; and there are other public roads, called concession-lines, running across the township parallel to each other, and at regular distances. These concession-lines are all numbered, and upon them are placed posts marking the boundary of each lot of two hundred acres of land; on each post is marked the number of the concession and lot. The inhabitants of each township are required to meet on the first Monday in January in every year, for the purpose of choosing three commissioners to superintend the affairs of the township, a town-clerk, an assessor, a collector, overseers of highways, and pound-keepers, and to make some necessary regulations. The taxes which we pay are trifling—one penny for each acre of land in a state of cultivation, or under grass; twenty pence for one hundred acres of uncultivated or forest land; three pence for each cow; eight pence for each horse; and so on in proportion. Every man is required to work on the public roads a certain number of days, in proportion to the amount of his property; or he may send a man to work in his place, or pay two shillings and sixpence for each day. Very few are required to give more than five or six days' labour on the roads; but,

sensible of the necessity we are under of making good roads, many of us voluntarily give more labour than the law requires.

All the male inhabitants, from sixteen years of age to sixty, and who are capable of bearing arms, are enrolled in the militia; the officers are appointed by the Lieutenant-Governor; they are required to assemble about three times in each year; but it appears that very little pains are taken to instruct them; clergymen, lawyers, and a few others, are exempt from serving, except in case of invasion: the men are expected to provide themselves with arms, and, as few of them are well supplied, I cannot help thinking, that if the Government would send out a few thousand of the rifles that are now idle in the Tower of London, and distribute them among our young men, it would be attended with great benefit in the event of a war: by practising at marks, and using their rifles in their hunting excursions, they would, in all probability, become good marksmen; and though I do not expect they will ever be equal to our regular troops in the open field, they will certainly, from their active habits and knowledge of the country, be far superior to them in the woods.

It is no uncommon thing to find men of rank, or rather, of high sounding titles, filling stations which appear derogatory to their rank. Soon after my arrival in the country I went to a small town, which, at that time, was unusually crowded; I found it difficult to procure lodgings, and was sauntering about the streets, when I was politely accosted by a gentleman, who directed me to the house of a Captain —, and sent a man with his compliments to the Captain, and a request that he would accommodate me. I, of course, thought myself in high luck, and that this Captain was some good fellow who had a large house and small family: but to my surprise I found he was a tavern-keeper, and a captain of militia. An elderly man, residing in the house, and who occasionally officiated as bar-keeper and hostler, was Lieutenant and Adjutant! Justice requires me to add, that the Captain was an active and worthy man, and a loyal subject.

Militia officers occasionally treat their men with liquor when assembled; it is a bad custom, and I believe contrary to law; sometimes it occasions much mirth, and sometimes broken heads. A civilian of my acquaintance was appointed to command a company: as he resided at a distance from his men, and as it was requisite that he should see them, he directed them to assemble near my house, which was a central and convenient place for all parties. When the important day arrived, the Captain, his Lieutenant, and a man carrying a keg of whiskey, were the first to make their appearance: the Lieutenant was an old soldier, and had seen service, and on this occasion the Captain allowed him to conduct the parade as he pleased: the first thing he did was to call the roll, the next was to serve out the whiskey. The men were nearly all Irish, and to testify their attachment to their new Captain, they cheered him repeatedly, making a most confounded noise: the Lieutenant, who was fond of a joke, told one of the serjeants, that as their Captain was a fine liberal fellow, they ought to chair him; he replied, with a broad Irish twang, "Sure, Sir, we did chair him, but we'll chair him again if you please; off hats, boys, and hurrah for the Captain." The Lieutenant explained to him that they ought to get their Captain into a chair,

hoist him on their shoulders, and carry him round the house: the Captain, wishing to avoid such a demonstration of respect, endeavoured to keep out of the way, but to no purpose, for he was dragged out of the house;—chairs were luxuries seldom found in that part of the country at that period;—he was placed upon a rough unlewed bench, and carried with all due honours three times round the house, some holding him by the arms, and some by the legs, for he kicked and struggled till the last: as the whiskey had operated powerfully the procession proceeded in no very disciplined order,—the men staggered and stumbled at a great rate, and the poor Captain was roughly handled: it surpassed all the military reviews I had ever seen, and he, I believe, was well satisfied with what he had that day endured in the service of his country, for I never heard of his figuring again in any military capacity.

Soldiers are stationed in Toronto, Kingston, and a few other places. I once had occasion to reside in Kingston for a few months, and with grief observed that many of the soldiers deserted and escaped into the United States; some of these worthless characters, after wandering about for a time, enter into the American service.

If I might be allowed to make a suggestion, I think a plan could be devised by which an effectual stop might be put to such frequent desertions: many of the soldiers discharged from our service are stout, athletic men in the prime of life: now, if two or three battalions were kept exclusively for service in Canada, and composed of men of good character, drafted from other regiments, and who had nearly completed their term of service; and if it were explained to them, that, after serving in Canada a certain period, they would be discharged, and get free grants of land, or a gratuity in money, I do not think a man of them would desert. Our Government cannot enlist soldiers, train them, and send them to Canada, without incurring a great expense; and it is grating to British feelings to see many of them, soon after their arrival, increasing the population of the United States, or strengthening her army.

A certain sum is allowed to each district from the funds of the province for the support of schools, but the share that falls to a teacher in a country place is very trifling. Large sums are frequently allowed for making and repairing roads and bridges. Merchants' shops are to be found all over the country; they are here called stores, and the shopkeepers dignified with the appellation of storekeepers. A country store presents a most heterogeneous assemblage; clothes, provisions, groceries, spirits, medicines, hardware, crockery, &c. As money is scarce, the farmers have to turn the produce of the land over to the storekeepers in payment for such things as they receive; many of the farmers, through extravagance or mismanagement, are in debt, and the storekeepers take good care to regulate the price of everything they receive. Farmers ought as much as possible to avoid running in debt, for when not in dread of the storekeepers, the lawyers, and their satellites, they can either sell their produce, or reserve it for a higher price: many of the storekeepers make large fortunes, and acquire valuable tracts of land.

During the winter months, when the swamps and rivulets are frozen, and the ground covered with snow, the people engaged in getting timber for the Quebec market are busily employed cutting and drawing it to the rivers; and the roads at that season are crowded with sleighs,—



some with loads of grain and pork, going to the villages; others with people driving about for amusement. As these sleighs slide over the snow with little noise, and often at a rapid rate, the law requires that bells should be attached to the horses to give travellers warning of their approach.

The post-office department is under good regulations: post-offices are established in all the villages and other convenient places, and pains are taken to give satisfaction to the public. Provisions are cheap all over the province, but are generally dearest in the vicinity of new settlements, the great demand causing an increase of price: many poor emigrants are unable to purchase provisions for their families, till their own crops are ready; they are, therefore, obliged to go from home to earn money. Cows cost from twelve to twenty dollars each, extraordinary good ones even more. Good serviceable horses can be had for from fifty to sixty dollars.

Good servants are scarce: men get from eight to twelve dollars a month, and sometimes even more, according to the season and the demand there is for them: women get from three to five dollars a month. Last spring wheat was selling on the banks of the Thames in the western district for 1s. 10½d a bushel, imperial measure, and in the autumn apples were selling at the same place for 3½d. a bushel, though the same articles in other parts of the province brought much higher prices. Plums, cranberries, raspberries, walnuts, hickory-nuts, and several other kinds of wild fruit, and many handsome flowers, such as orange lilies, columbines, lupins, &c., are found in great abundance in some places. I know a storekeeper who, in one season, purchased about two hundred bushels of cranberries from the Indians, and sent them to Toronto. Numerous swarms of bees are in the woods; they are generally to be found in the tops of hollow or decayed trees: the Indians, and others who have a way of discovering where they are, get quantities of honey.

The first thing to which a settler applies himself on entering the woods is the erection of a house. Log-houses and shanties are the only kinds of buildings to be seen in new settlements; they have a rude appearance, are easily built, and can be made very comfortable. In building them, we select tall straight trees of a proper size and quality; these, when cut into the required lengths, are drawn together, and two of the largest are placed on the ground parallel to each other, to represent the front and back walls of the building; two end logs are then placed upon them, and they are all four secured together at the corners; we then place other logs upon them; and in this manner we build our houses of any size or height we like. As a number of men are required to assist in the operation, particularly if the logs are large, we make a *bee*, that is, we invite our neighbours to assist us, and provide a good dinner and some whiskey for them; four of the best axemen take charge of the corners, and the others raise the logs; spaces are then cut in the walls for doors and windows. As slates are not to be had, shingles supply their place. Small pieces of wood are driven into the walls between the logs; this is called *chinking*, and by rubbing a little lime or clay over the seams the walls are made quite tight. A shanty is built in the same manner, but has a flat roof, or rather a roof slanting from the front to the back of the building. Some of them are covered with shingles, some with bark,

and some with troughs. The troughs are made of basswood logs, split through the centre, and scooped out; these catch the rain and convey it away; but, as some rain may fall between the apertures, another row of troughs turned upside down is placed upon them.

Clearing land is laborious work. The first thing we do is to underbrush it, that is, cut the young trees and bushes close to the ground, and put them together in large heaps. The best time for underbrushing is when the leaves are on, or before the snow falls, for when the snow is on the ground we cannot conveniently cut the bushes low; we then cut the trees down; the small branches are thrown upon the brush heaps, and the trunks are cut into logs of about twelve feet each; good straight logs of oak, ash, cedar, and some other kinds, are reserved to be converted into rails. The cutting of the timber is called chopping, and is mostly performed in the winter, as we have then most leisure: when the brush heaps are sufficiently dry they are set on fire. Logging next commences. A logging party consists of four or five men and a pair of oxen; the oxen draw the logs together, and the men build them into large heaps to be burned. We then make rails of the timber reserved for that purpose, and enclose the ground: I have seen 150 rails made from one oak-tree. From six to eight dollars is the price paid for underbrushing and chopping an acre of land, the price depending upon the quantity and quality of timber upon the land; from sixteen to twenty dollars is the common price for underbrushing, chopping, logging, burning, and enclosing an acre. Sometimes a person will make a bee, and obtain the assistance of his neighbours, when in a hurry to clear off a piece of ground, or when prevented by sickness, or any other cause, from performing his own work. Even the women, particularly those of American extraction, are fond of making bees, and collecting the women of the neighbourhood to assist in making quilts, picking wool, mending old clothes, &c.

About the middle or end of March we commence making maple sugar, the time of commencing depending on the weather; the sap or maple juice runs best when the days are clear and mild, with frost during the nights: some people make a little in autumn, or in mild weather during the winter, but it injures the trees to cut them at that season. The process is simple: a place is selected where the maple-trees are numerous and of large growth; this is called the sugar-bush. Small troughs are made of pine, ash, or some other timber suitable to the purpose. A slight incision is made in each tree; this is called tapping: below this incision a piece of split wood is fixed for the purpose of conveying the sap into the trough: the sap appears as clear as the purest spring-water, and has very little taste. A fire is kindled in the sugar-bush, when it is far from the house, and the sap, by constant boiling, turns into sugar: care must be taken to keep the pots clean, and to strain the sap from chips and leaves, or the sugar will be dark; when nearly boiled enough it must be constantly stirred and kept on a slow fire; it is then poured into dishes and left to cool, whence it turns out in solid cakes, and is kept for use; if stirred in the pots till cool it will be soft like West India sugar. I have known families make upwards of 300 pounds during the season. We have often made excellent vinegar from maple sap. Five or six pails of sap are boiled until reduced down to one pail; it is then transferred into an open barrel or other vessel, a little barm or yeast

thrown into it, and left to ferment ; it is afterwards put into a tight vessel and closed up.

Potash is one of the staple commodities of the country ; it is produced from wood-ashes, which are saved and kept as free as possible from sand and dirt ; the ashes are put into large vessels called leeches, and well soaked with water ; this water or ley is afterwards boiled in a large vessel provided for that purpose ; the process, though requiring care, is simple, and is something like making maple sugar. A barrel of potash weighs from five to six cwt. ; the price varies greatly, depending on the English markets. Immense quantities are annually exported : most of it is made by the farmers, though sometimes storekeepers and others purchase the ashes and make the potash themselves. Large rafts of timber and staves are also sent to the Quebec market, mostly from the neighbourhood of the St. Lawrence and Ottawa. Many farmers hurt themselves greatly by neglecting their farms for the sake of making potash and staves.

Wolves are numerous, they are very destructive to sheep, and occasionally to young cattle. I have heard of their attacking travellers, but upon inquiring into these reports have always found them mere fabrications, though I know two instances when travellers on horseback have seen wolves in the middle of the road, and after trying in vain to frighten the wolves away, or urge their horses forward, have been obliged to turn back. I have met them when travelling, alone and unarmed, through the woods, but never was even menaced by them ; in winter, when oppressed by cold and hunger, they are most dangerous. A neighbour of mine captured a large dog-wolf in a trap. As the animal was caught by the toes, and not much hurt, he secured it alive, muzzled it, tied its legs together, and brought it home on his shoulders. I saw it about an hour after ; it was then unmuzzled, tied up in a corner of the house, and was very shy and quiet ; a few days afterwards it contrived to escape, and in less than twenty-four hours was again caught in the same trap, and at the same place. A man, living about ten miles from me, killed a fat ox, and hung it up in his barn ; observing the meat had been gnawed, he closed up a small hole by which he thought the thieves had gained admittance into the barn ; next day his son had occasion to go to the barn, and observed an animal endeavouring to conceal itself behind some barrels : he caught it by the tail, supposing it was a racoon, but its size, and the strength it displayed in struggling to escape, convinced him he was mistaken : he afterwards succeeded in shooting it : it proved to be a wolf : the luckless animal had got into the barn through a small hole, and had stuffed itself to such a degree that it was unable to get out again. Though I do not think there is much danger to be apprehended from them, they are certainly not to be trifled with. A bounty of eight dollars a-head is paid for destroying them. In shape they bear a resemblance to the fox, but are much larger and longer in the legs ; their colour is a dirty white or yellow intermixed with black : few dogs will attack them. We frequently hear them howling, and the noise they make is very disagreeable, particularly when heard in the night.

The wild cat, or cat-a-mount, in figure bears a strong resemblance to the domestic cat, except in its tail, which is not above two inches in length, and tipped with black, as are also the ears ; it is of the same colour as the wolf, and appears to be quite as large and powerful, though

shorter in the legs; they climb to the tops of the tallest trees with facility, and are said to be very fierce; they destroy sheep and other domestic animals. I never saw one of them alive, though I have frequently seen their tracks in the woods, and several have been killed in the neighbourhood. Bears are also numerous; they subsist principally upon nuts and roots, and occasionally commit great depredations in the fields of Indian corn; they also walk off with pigs, sheep, and calves, when they get a chance; some of them are very large and bold. When hunted by dogs they frequently turn to give battle, but the dogs seldom venture to close with them: when a bear finds himself much annoyed by dogs, he climbs a tree to avoid them, and then falls an easy prey to the hunters. We have also beavers, racoons, martens, and many other animals; but I cannot undertake, in this short sketch, to make you acquainted with all the animal productions of this extensive country.

Our woods abound in deer, hares, partridges, pigeons, and many other kinds of game. There are a great variety of ducks in our rivers and marshes, many hundreds are seen in flocks; and here, in the western district, we have wild turkeys and quails: our rivers and lakes are equally well supplied with fish; many thousand barrels are caught every year in the St. Clair, and sent to other places.

The hunters track the deer in the snow, and, by advancing cautiously, get within shot of them. In those parts of the province where the snow falls deep, a slight thaw will sometimes be succeeded by a severe frost; this will cause a thin cake of ice to be above the snow; this ice, though capable of bearing a dog, will not support the weight of a deer, particularly when bounding; the hunters then go out with snow-shoes on their feet, and accompanied by their dogs, if they succeed in seeing a deer they are almost certain of getting it; the dogs run with speed upon the snow, but the deer is retarded by plunging through it and cuttings its legs against the ice.

In the early part of summer, when the gnats and other flies are troublesome, the deer resort to the lakes and rivers, and often plunge into the water to get rid of their tormentors. The hunters will then select a dark night for their sport; two of them will go upon the water in a light canoe, one seated low in the bow with his rifle in his hand, and a lantern fixed upon a pole placed above his head, in such a manner as to throw the light only one way; the other is seated in the stern with a paddle to direct the movements of the canoe. In this manner they paddle silently along the shore listening attentively: if they hear what they suppose to be a deer splashing in the water, they advance cautiously towards it, first throwing the light in that direction. The deer, which can see nothing but the light, keeps its eyes fixed steadily upon it, and remains stationary until the man in the bow is enabled to see it and take aim. Another method is for two men to go upon a lake or broad river in a light canoe; their dogs, which they have left on shore, range through the woods, and give tongue immediately upon getting on the track of a deer; the hunters keep on the water, but as near their dogs as possible. A deer, when pursued by dogs or wolves, invariably runs for the water, and endeavours to escape by swimming, but is easily overtaken by a canoe. They frequently come into our fields, and when such numbers are killed every year it is surprising they should still be so numerous.

We have many reptiles in Canada. Gartersnakes are very numerous,

but quite harmless. Water-snakes are in all our rivers and lakes; they are black, with large brown spots, and at first view appear of a rusty black colour. The largest I ever saw was about four feet in length, and as thick as my wrist. It is generally supposed that they are harmless, but an old Indian assured me that they were very venomous. There are several other kinds of snakes, most of which are inoffensive; those most deserving our attention are the rattlesnakes, of which there are two kinds; they are only to be found in the London and western districts, the district of Niagara, and adjacent parts; the large rattlesnakes are commonly found among hills and rocks, or where the soil is sandy. As I never saw any of this kind I will not pretend to describe them; both kinds are very dangerous. The small rattlesnakes, or as they are sometimes called, missasanges, are found in prairies, meadows, and wet marshy land: in their appearance they greatly resemble the water-snakes; they seldom exceed three feet and a half in length; some of them are nearly as thick as a man's arm. The rattles, which appear of a horny substance, are at the extremity of the tail. Some people assert that the number of rattles indicates the age of the snake, but I do not believe it, for some large snakes have very few rattles, and some small ones have a great many. It is not true that they always make a rattling noise when approached by a traveller: the first one I ever saw was coiled up in the middle of a path, and though I nearly tramped on it, and actually stepped over it, it never stirred until I struck it with my stick, and then it rattled its tail and endeavoured to escape.

The Indians have an effectual cure for the bite of these reptiles, and care so little for them that they seldom stop to kill them. A gentleman of great respectability, attached to the Indian department, told me he once saw a drunken Indian tramp on one of them with his bare feet; the snake bit him in one of his toes; he then placed the other foot upon the snake's tail and pushed the wounded toe against the snake's head, provoking it to bite him again; he then gathered some herbs, applied them to the wound, and felt no ill effects. Some of the herbs used by the Indians to effect this cure were pointed out to my notice; one of them was the common garden beet; another one grows wild both here and in England, is often found by the sides of roads and in churchyards, and in appearance has some resemblance to tansy; I think its name is yarrow. The other herbs are, I believe, peculiar to this country, and any one of them bruised and applied to the wound will effect a speedy cure. I have now in my possession the rattles of several snakes killed in this neighbourhood.

There is another dangerous kind of snake called the copperhead, but differing from the snake known by that name in other parts of America; they are occasionally seen near the rivers St. Clair and Thames; I never saw one of them. The next that deserve our attention are the blowing adders; in size and colour they are something like the missasange rattlesnakes. When angry their heads swell, and, raising them high, they make a loud hissing noise. I do not believe they are dangerous, though some assert that the breath they exhale is very poisonous.

Snakes prey upon toads, frogs, mice, birds, grasshoppers, and indeed everything they can catch and overpower: I once saw a gartersnake basking in the sun; it was not much thicker than my thumb, except in one place, which was extended to nearly the size of my fist. I struck it with my stick and wounded it severely, and as it lay writhing on the

ground I observed the lump moved nearer to its head ; in a few minutes it disgorged a large living toad : the poor toad was in a pitiable plight, but as it did not appear to have sustained any serious injury, I have no doubt but it recovered. Our servant girl was one day cleaning some fish at the side of the river ; she missed one of them, and on looking for it observed a snake creeping away with it.

I have seen snakes about nine inches in length, their backs of a fine green, and their bellies of a pale green, approaching to white : I once mistook one of them for a blade of grass ; and another kind about the same size, that have backs of a slate colour, and bellies of a bright orange, with a yellow ring round the neck, and a mark resembling a crescent on the head. I have heard marvellous stories about hoop-snakes, and others that I never saw ; but I do not consider myself bound to believe all the wonderful things I hear. I have seen several other kinds, but those that I have endeavoured to describe are the most conspicuous that have fallen under my observation. The natural productions of the country appear to be very little known, even by the oldest inhabitants ; and most of the animals are named after their respective colours, or some peculiar qualities they possess, as the black squirrel, the red bird, and the green snake.

Information is readily given to strangers, at the public offices in Toronto, and a Government agent is stationed in each district to regulate the disposal of land. A seventh part of the land in the province was formerly set apart for religious purposes ; these lots are called clergy reserves ; many of them have lately been leased or sold ; but I do not think they are under the best of regulations, for I know instances where people have taken possession of clergy reserves, and without any title to them, have resided on them for years, have sold large quantities of oak and pine, and yet have never been molested. The lots to which I allude have sustained great injury by the loss of the timber, which in many places is more valuable than the land. Through the extravagance or misfortunes of some farmers, and the restless disposition of others, good farms, with orchards, out-offices, &c., are frequently offered for sale, and emigrants who have a little money and a dislike to go into the woods, have opportunities of making advantageous purchases.

American land-jobbers often come over to Canada, and, intercepting the emigrants on their route up the St. Lawrence, do everything in their power to induce them to settle in the United States ; but British emigrants, if thoroughly acquainted with the true state of both countries, would always give a decided preference to Canada.

I cannot omit mentioning that a poor negro called at my house a few days ago : he was sick and fatigued with travelling, and was glad to get a cup of warm tea ; he had been a slave in one of the States, I think Indiana, and had just made his escape from that far-famed *land of liberty* : he was not free or safe until he crossed the St. Clair, and set his foot on the Canadian shore ; and he, poor fellow, is one at least who has no great reason to admire the liberal institutions of the country he has abandoned. He feels happy at being enabled to breathe the pure air of our climate ; and he finds under our mild laws there is no distinction of persons, and that man is not allowed to tyrannise over his fellow-creatures.

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## BRITISH SETTLEMENTS ON THE GOLD COAST.

THERE is, perhaps, no portion of her Majesty's dominions of which less is known, by her subjects generally, than Cape Coast Castle and its dependencies. Many persons, indeed, consider Cape Coast Castle synonymous with Sierra Leone; though, save and except that they are both situated on the western Coast of Africa (at a distance, however, of nearly 1000 miles apart), and were for a few years under the same local government, no two places can have less in common.

The whole of the European settlements on the Gold Coast were, originally, formed by the Portuguese, who claimed a territorial right over the entire western Coast of Africa, by virtue of an award, or grant, to that effect, made by Pope Alexander VI., towards the close of the fifteenth century. Although this grant was never acknowledged by any of the European governments, save those of Portugal and Spain, the Portuguese remained in undisturbed possession of their new settlements, until the immense value of the transatlantic plantations—when rendered productive by negro labour—began to be appreciated in Europe. Then it was that the great importance of possessing settlements on the western Coast of Africa began, to be felt by the several European maritime powers, in order to insure a constant supply of negroes for their lately-acquired West India colonies—then rapidly rising into wealth and importance. The settlements on the Gold Coast, in particular, were looked upon as especially desirable, on account of the very superior race of negroes who inhabited that coast; and they were speedily wrested from the Portuguese, chiefly by the States General of Holland. Cape Coast Castle and its dependencies, after having been successively occupied by the Portuguese, Dutch, British, and French, were finally captured, and attached to the British Crown about the year 1661; since which time they have remained in the hands of Great Britain. From that date up to the year 1751, these settlements were governed by a chartered company, who possessed exclusive and very valuable commercial privileges.

In 1750; however, the company, becoming embarrassed, found themselves under the necessity of applying to Government for pecuniary assistance, and an opportunity was thence taken to modify, or rather to abrogate, their charter; an Act of Parliament having been passed in 1750-1, abolishing the company's exclusive privileges, and throwing open the trade, leaving, however, the political government of the settlements in the hands of a body of directors, chosen under certain regulations, and termed the "African Company;" to whom was intrusted the disbursement of a grant thereafter annually made by Parliament for the maintenance of the forts and local government. The year 1807 formed a new and most important era in the history of these settlements. In that year was passed an Act of Parliament abolishing the slave-trade—that trade, for the furtherance of which solely, the settlements had been hitherto maintained—which had, in fact, called them into existence.

It could have excited no surprise, if, under these circumstances, the government of that day had declined any longer to apply to Parliament for the means of supporting establishments, from which, so far as then

appeared, the country could derive no further benefit. Such, however, was not the result of the changes consequent on the Slave Trade Abolition Act; the Government being satisfied, after due investigation, that the commercial value of the British Gold Coast settlements, independently of the slave-trade, was, or might be rendered, such, as not only justified, but made it incumbent upon it, to continue towards them the support of the mother-country. Doubtless, other considerations weighed with Government, in coming to this decision. If, as was now admitted on all hands, the traffic in human beings was indefensible in principle, and, in its practice demoralising to all connected with it, what a debt of justice did not Great Britain owe to the unhappy natives of the Gold Coast, who had, for 140 years, been made the victims of its brutalising influence? Moreover, the possession by Great Britain of Cape Coast Castle and its dependent forts was, at that time, as well as at present, indispensable to the carrying into effect the Abolition Act. Accordingly, the annual grant for their maintenance was not only continued, but increased from year to year, until at length, in 1821, it had reached to the amount of nearly 30,000*l*. In that year his Majesty's Government resolved to place the Gold Coast upon the same footing with the other West African colonies; and an Act of Parliament was accordingly passed, abolishing the African Committee, and attaching Cape Coast Castle to the Government of Sierra Leone.

Scarcely had this change been effected, and the new Government organised, when the settlements were plunged into a most disastrous war with the then powerful kingdom of Ashantee. In January, 1824, the Governor-in-Chief, Sir C. Macarthy, incautiously trusting to the representations of persons ignorant of the country and its inhabitants, allowed himself to be surprised by a powerful Ashantee army. The result is well known: he and his small force were cut to pieces, the country thrown into confusion, and the very existence of the British forts and settlements placed in imminent jeopardy. Disastrous, however, to the British interests on the Gold Coast, as was the fatal day of Essamancow in its immediate, it proved infinitely more so in its more remote, consequences. His Majesty's Government, disgusted with a war begun so un auspiciously, and of which, even if conducted successfully, they could neither see the necessity, nor estimate the advantages,—alarmed, also, justly, at the enormous cost at which it had hitherto been carried on,—suddenly resolved to abandon the Gold Coast to its fate, and thus relieve themselves from a serious and irksome responsibility. They directed, therefore, that the war should be put an end to, upon any terms, and issued peremptory orders that no further extraordinary expenditure should be incurred, under any circumstances.

In 1826 the Ashantees were defeated with great loss, and the safety of the settlements, for a time at least, secured: but this success arrived too late to alter the determination of Government. Under an impression that the Ashantees must have been humbled by their late defeat, they merely directed the Governor-in-Chief to proceed in person to the Gold Coast, and to conclude peace upon the best terms that could be procured. He was then instructed to withdraw the small garrisons who still occupied the several forts, to dismantle the latter, and, finally, to abandon the settlements,—offering to such of the resident merchants as chose, the means of transport to Europe or elsewhere, and notify-



ing to those who might resolve to remain, that they must do so at their own risk. To procure peace with Ashantee was found to be impossible, and it was, of course, equally impossible for merchants to leave the country, without ruin to themselves and gross injustice to their constituents in England : in addition to which the commercial value of the settlements was found to be too great to be thus recklessly sacrificed.

Under those circumstances Government consented to allow an annual grant for the maintenance and defence of the settlements, which were henceforth to be placed under the superintendence of a Committee of Merchants, subject to the control of the Colonial Office. The local government was to be administered according to a code of rules and regulations drawn up in London, and sanctioned by the Colonial Secretary. Under this system the Government of the Gold Coast has since continued to be administered.

We have deemed it the more indispensable to present to our readers the above sketch of the past history of the Gold Coast, inasmuch as any estimate which might be formed of the capabilities of our settlements there, without keeping it in view, would be both fallacious and unjust. It has been but too usual to estimate the political and commercial value of these settlements by a reference to their comparative unimportance hitherto, without taking into account the manner in which they have been governed, and the treatment which they have experienced from the mother country, until of late years. Thus, to all attempts made to procure more liberal establishments and extended means, the ready and not unnatural reply has been, "These colonies have been so long in our possession, that, if they contained within them the elements of commercial prosperity, the fruits must have become apparent long since ; we think their establishment already on a scale fully commensurate with their value, and you must expect no further extension of means from the mother country."

But how have these settlements been treated during the hundred and seventy years that they have belonged to Great Britain ? For 147 years, namely, from 1661 to 1808, they were used merely as slave factories : so far from any attempts having been made to civilise the natives, or by legitimate commerce to develop the great natural capabilities and wealth of the country, it was the *duty* of the British authorities, as public officers, and their private interest as merchants, to foment wars among the several tribes, to encourage and keep alive quarrels betwixt families and individuals, and generally to foster the worst passions of human nature in a savage state, as the readiest and most certain means of ensuring a constant supply of slaves.

The effects of this system were, as might have been expected, apparent for years after the slave-trade was hominally (but not actually) abolished. When at length these effects were beginning to disappear, and a juster system began to be pursued by the local government, and when means were employed by His Majesty's Government to foster the better spirit, and to consolidate the improved state of society, which, consequently, began to prevail throughout the country, the settlements were unfortunately plunged into a disastrous and prolonged warfare, whereby those rapid advances in civilization and legitimate commerce which had begun to develop themselves, were, for a season at least, effectually checked. At length, in 1831, peace was concluded with Ashantee ;

and we are warranted by the concurrent testimony of all who have, since that period, visited the settlements, in stating, that under many difficulties, both external and internal, the British Gold Coast settlements have attained to a degree of commercial and agricultural prosperity before unexampled in their history.

The extent of territory subject to Cape Coast Castle is very much greater than is generally imagined. Exclusive of those more remote districts, which, though avowedly and formally incorporated with the British settlements, may be supposed, from their great distance from the seat of government, to be less directly subject to its laws, the extent of territory whose inhabitants are proud to acknowledge, and feel secure and happy in the protection afforded by, the British flag, exceeds 3000 square miles. Throughout three-fourths of this extensive tract of country, the soil is excellent. It is capable of producing in the greatest abundance, and at the expense but of a very slight degree of labour, every species of production grown in the West India islands; almost all of them, in fact, are indigenous to it, and grow wild. The climate (of which we shall speak further in the sequel) is certainly not *worse*, or more inimical to Europeans, than that of any other tropical country. But while Nature has been thus bountiful to this favoured district of Western Africa, little has been hitherto done by man to improve it, or to take advantage of her bounties. The two most striking features of the country are the extremely limited extent of its population as compared with the extent of its available surface, and the insignificant portion of land subjected to cultivation as compared with even that limited population. For this state of matters it is not difficult to account. While the slave-trade was a legalised traffic, protected and encouraged by the Government, it will readily be imagined that no considerable increase of the population could take place. The constant drain of both men and women—more especially of the *youth* of both sexes—occasioned by the never-ceasing demands of the West India slave-markets, rendered any increase in the permanent population of the country next to impossible. The British forts were, indeed, mere factories for the purchase of slaves; and the local Government neither had, nor pretended to have, the slightest interest in the improvement of the country, or of its barbarous and degraded inhabitants.

When, in 1807, the Slave-Trade Abolition Act declared that odious traffic illegal, and when the Government began to adopt measures for the encouragement of legitimate commerce and the development of the natural resources of the country, it might have been naturally expected that a corresponding increase in the native population would take place. But various circumstances, independently of an obstacle originating in the social condition and habits of the people themselves, combined to frustrate this very desirable result. The slave-trade, though legally and nominally, was not actually put an end to. Vessels under the Spanish and Portuguese, French, and Dutch flags, frequently visited the various small towns situated at a distance from the forts, and, for many years after the Abolition Act was in force, found but little difficulty in procuring, through the agency of native traders, cargoes of slaves. Moreover, the country, in its various struggles to emancipate itself from the galling yoke of the Ashantees, was frequently overrun by that warlike people, who carried on a war of extermination against such tribes, or septs, as

dared to offer the slightest resistance to their mandates. Both these causes, while they existed, doubtless tended greatly to repress any increase in the population; but they, also, may be said to have at length ceased, in the year 1826. In that year the Ashantees were defeated with great slaughter, and their power effectually humbled; the result of which was, that in 1831 a treaty of peace and commerce was concluded with the Ashantee King, whereby the native tribes, who had joined the British in the previous contest, were finally and unconditionally emancipated from the Ashantee yoke, and received under the protection of the British flag.

About this time, also, the activity of the British' cruisers, and the increased and increasing power and influence of the British local government, had effectually put an end to the illicit exportation of slaves from any part of the coast within the reach of British influence. Yet, although the settlements and adjacent districts have thus, during the last ten years, enjoyed almost uninterrupted tranquillity, and that security of person and property without which no advance can be expected in the march of improvement, no corresponding increase of population has taken place. This has been ascribed, and we think with justice, to the system of polygamy, which is universal, we believe, not only on the Gold Coast, but throughout the whole of uncivilised Africa.

Although the contrary has, we are aware, been asserted, monogamy is a law enjoined, not alone by Christianity, but by Nature; and her laws are never outraged with impunity. Until, therefore, this unnatural, this demoralising, practice shall have been overcome by the increase of civilisation, and the humanising influences of Christianity, we fear that no considerable increase of population—no increase, at least, corresponding to the extent of country, its great fertility, and other natural sources of wealth—can be looked for in those settlements. That the population has increased, in some small degree, during the last eight or ten years, is, no doubt, true; and, should the settlements continue to be preserved from external annoyance and intestine broils, the augmentation will go on. But while polygamy continues to exist in the country as a recognised practice, it must, we repeat, prevent any considerable or beneficial increase in the number of its inhabitants.

Neither is it difficult to account for the extent of soil subjected to cultivation being so insignificant—insignificant, we mean, not only as compared with the superficial extent of the country, but even as regards the amount of its population. In the first place, the soil is exceedingly rich and fertile; and, with a very trifling amount of labour, yields a return that would astonish even a first-rate English farmer. From the immense extent of unoccupied land, no husbandman is ever obliged to take two consecutive crops (unless he so pleases) from the same piece of ground. There is no danger of his *running-out* his farm by over-cropping. He has only to go to another part of the "bush," and having selected a new locality for his fields, to cut down and burn the jungle or underwood (which forms, of course, an excellent manure), and he is certain, save in very dry seasons, of an abundant return for the very trifling quantity of seed and labour which he has expended. Under such a system, it is not, perhaps, too much to say, that an acre of land will produce double the quantity of food that it would do were it subjected to a perpetual rotation of cropping. This, consequently, will, in

some measure, account for the very limited portion of the country which appears, to one unacquainted with its p  culiar state, to be under cultivation.

But the chief curse of the country is the *gold-dust*, with which the whole of the soil is, in a greater or less degree, impregnated. All uncivilised nations or tribes are averse to steady, continuous, peaceful labour; and the negro race have been pre-eminently distinguished, we believe, for their indolence, and distaste for voluntary, habitual employment. Yet nothing can be more erroneous than to suppose that this indolence is a vice inherent in, and peculiar to, the negroes as a race: it is occasioned by, and is, indeed, the natural and necessary result of, the great fertility and natural wealth of their country.

Man, in an uncivilised state, needs nothing, cares for nothing, but food, clothing, and shelter; and, as regards the two latter, his wants, under a tropical sun, within five degrees of the equator, are extremely small indeed. Now, in such a country as the Gold Coast, a very slight degree of labour, applied during a very limited portion of his time, will suffice for the procuring of an ample supply of all that a negro requires—a very large allowance, namely, of food, and a very scanty allowance of raiment. Let him but bestow a couple of days' labour on his "plantation," and expend an equal portion of time in "washing for gold-dust" (that is, separating the small particles of gold from the soil in which they are imbedded), and he will have assured himself of a sufficiency of the "necessaries" of life for the next month, at least. Indolence having been thus fostered, and become part of his character, he retains a rooted aversion to steady, laborious industry, under any circumstances. His connexion with Europeans has given him, perhaps, a taste for certain luxuries which he is anxious to procure, and certain artificial wants have been created, the gratification of which are essential to his comfort. All this he could readily accomplish by devoting a greater portion, or the whole, of his time to the cultivation of the soil, or to other steady, continuous labour. But no; steady labour is his aversion—and, more especially, labour for which the return is not immediate. He, therefore, particularly if he reside at a distance from the Coast, turns his attention to searching for gold-dust: if he lives near the Coast, and in immediate contact with Europeans, he becomes a trader. Both these employments possess for him much of the fascination of gambling. In the former case, he *may* become suddenly rich by the discovery of a *gold mine*, as it is there termed; or a piece of ground which is peculiarly rich in gold-dust, or "*rock*" gold—that is, large pieces or lumps of that precious metal. As a trader, if fortunate and successful, his profits are large; and thus, also, he enriches himself quickly, and without that hard, steady labour, which he detests.

Such, then, is the nature of the tract of country which composes, or is attached to, our settlements on the Gold Coast, and such is the general character of its inhabitants. To the former, Nature has been prodigal in bestowing upon it an abundance of most of those materials which form the foundation of wealth and greatness; the latter, now only emerging from that state of utter debasement and barbarism in which they have been plunged for the last three centuries by the brutalising influences of the slave-trade. When their past history is looked at fairly and dispassionately, it is truly wonderful, and speaks much for the character of the people, to find how much, of late years, the state of

the country and the social condition of its inhabitants have improved. Nothing could be narrower than the principles, nothing more limited than the scale, on which the local government was reorganised subsequently to the war with Ashantee—that is, in 1828. Yet, as has been already stated, under this government, surrounded as it has been by difficulties both internal and external, and with means the most limited, the British Gold Coast settlements have, nevertheless, attained to a pitch of commercial, and even agricultural, prosperity, before unexampled in their history—while peace, order, and perfect security of person and property, have been established throughout the country.

The natives, though fierce and cruel when their passions are highly excited, are, in their general temperament, singularly docile; and calling to mind how much, in former years, they suffered under the grinding tyranny and oppression of the Ashantee yoke; and the perpetual internal feuds which desolated their country, they appreciate keenly the mild, just, and equal system of government which they have of late years enjoyed under the British flag. Though a rude ignorant people, and in the very infancy of civilization, yet, in all matters connected with their immediate and individual interests, they are singularly shrewd and observant. In judicial matters, whether civil or criminal, they are sensitively alive to the slightest injustice; but where they see an earnest desire to administer justice equally and impartially, they, in general, submit without a murmur to whatever decisions may be given. In fact, the great means whereby the local government has been enabled, of late years, to establish and maintain peace and order throughout so extensive a tract of country, with such feeble and apparently inadequate resources at its command, has been *the strict and impartial administration of justice*. The people rely, with perfect confidence, upon the integrity of their British rulers, satisfied that even-handed justice will be dealt forth in all cases.

With regard to the climate, we have already said that it is not *worse* than that of other tropical countries. But we think we are warranted in going further, and in pronouncing it *better* than many with which we are acquainted. From the temporary connexion of the Gold Coast settlements with Sierra Leone, they are almost always mixed up, in the minds of the British public, with that colony—a colony from which they are distant about 1000 miles, and with which they have little in common, save that both are situated on the western coast of Africa. Sierra Leone has long been almost proverbial—unfortunately with too much reason—for the fatality of its climate to European constitutions; and that of Cape Coast Castle has consequently been supposed to be equally obnoxious. Now, to all persons acquainted with the western coast of Africa, it is well known that the line of coast intervening betwixt Cape Palmas and Cape St. Paul's enjoys a climate essentially different from that of Sierra Leone and the Windward Coast, as well as from that of the Bights of Benin and Biafra. For four or five months of the year, Sierra Leone and the Bights are deluged with almost constant rain; whereas on the Gold Coast the country frequently suffers from want of rain, and seldom more falls during the year than is sufficient for the purposes of vegetation. For this reason alone we should, *à priori*, pronounce the Gold Coast a more healthy climate than Sierra Leone; and that it is so, in fact, there can be no doubt. Cape Coast Castle is never visited by those sweeping pestilences which, every four or five years, attack Sierra Leone, and almost annihilate the white population. Judging from recent experience

we may, in fact, pronounce the Gold Coast favourable to European constitutions, *as compared with other tropical countries*; most certainly it will bear a comparison, in respect of climate, with either the East or West Indies. Doubtless, among the white troops who were stationed at Cape Coast Castle during the Ashantee war, in 1824 and 1825, there was considerable mortality; but most certainly no argument against the salubrity of the climate can be drawn from that fact. The men sent out upon that occasion were of the worst possible description; almost all of them were what was termed "condemned" men—the refuse of the whole army. They indulged, as was to have been expected, in every species of excess within their reach; and with constitutions debilitated and worn out by habitual drunkenness and debauchery, they fell easy and unresisting victims to the first attack of the fever of the country; but among Europeans in a different station of life—merchants and gentlemen filling official situations, for example—the average mortality is rather low than otherwise. The thermometer ranges, in general, from 79° to 85° of Fahrenheit in the shade—seldom, save on rare occasions or in particular situations, falling below the former or exceeding the latter. A temperature so equable must, we should think, be conducive to health and longevity.

Upon the whole, from what has been said, we are fully warranted, we think, in asserting, that the British Gold Coast settlements possess within themselves, in an eminent degree, the elements of prosperity. It will be readily admitted, also, that Great Britain owes a heavy debt of justice to that country for the many years of misery inflicted upon it by making it the principal seat of that most odious of all traffics—the now universally reprobated slave-trade. This debt will be best paid by providing for it the means of good government, and by fostering and encouraging that legitimate commerce which has of late years made such rapid advances. The trade of the Gold Coast already repays more than twenty fold the very trifling, and we must say, very inadequate sum granted by Parliament for the support of the local establishments. That trade, if judiciously fostered and liberally encouraged and protected, is capable of being extended beyond the most sanguine anticipations of even the warmest friends of Africa. It is, therefore, the interest, as well as the bounden duty, of the mother country to take care that these bright prospects be not rendered nugatory, by an ill-judged and ill-timed economy. In the words of one of the most indefatigable and enlightened friends of western Africa:—"We have it now in our power to lay at once the foundation of a new system, under which war and treachery shall give place to the regenerating influence of peaceful industry. Europe owes to Africa a heavy debt for crimes that have been committed under the slave-trade. England has been the first to offer her portion of that debt, and she will not only have the consolations of humanity for her reward, but, probably, at no very distant period, the advantages of a trade with Africa, of which it is difficult, at present, to foresee the extent."\*

We shall return to this most interesting and important subject in a future Number.

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\* "Letter addressed by Matthew Forster, Esq., to Lord Goderich," published in 1832.

## THE DRUMSTICK CLUB; OR, SKETCHES OF NAVAL LIFE.

## No. XI.

"WELL, Mr. Jolly, and have you seen poor B——?" inquired the Admiral of the marine officer, as they sat at table after a demolition of their favourite meal.

"I have, Admiral," returned Jolly, "and not only presented him with your handsome donations, but as you allowed me *carte blanche* in my embassy, why I waited on his principal creditor and became responsible—surely I think they call it—in the name of the Club, for the whole debt, so that he was immediately released, and purposes visiting each and all of you to express his acknowledgments. 'I would never have made my situation known,' said he; 'but not to tender my gratitude to benefactors who have roused me out of limbo in an hour of difficulty, would indeed be false pride. I will see them, old messmate—bless and thank them.'"

"Poor fellow! he always had a high spirit," said the Admiral. "D—that cayenne, it always brings the water into my eyes."

"We'd a hearty laugh over the lawyer's mishap," said Jolly; "but it is not the first villany of the kind by many that he has practised. He has been a bird of prey for a long while."

"And we made *game* of him," uttered Hatchett, laughing at his bad pun.

"Ma conscience, d'ye caa that game?" inquired Mr. Bruce, adjusting his wig to tally with old remembrances. "Weel, mon, never did I see ony thing mair like crawlity."

"You don't take, Bruce," said Handsail, with a knowing look at the Admiral; "the game he means is a *wild duck*."

"By the help of a *crane*, too," continued Hatchett, "with all the old *geese* a-laughing at him."

"I cannot endure this balderdash," exclaimed the Admiral angrily; "Captain Longsplice, if you are prepared, may I request the favour of your proceeding in your narrative?"

"All ready, Admiral," was the response, and, having previously arranged his MS., he continued the biography of

## POOR NED.

"Having opened a few leaves of the sealed book, we must now proceed to the surgery in Holbofn, which the Captain has just entered, and beheld the face of his brother patched over with slips of plaster, his head bandaged up, a pad being placed over the lacerated temple, above which was half-a-crown, to render the pressure more substantial. Mr. Nixon had lost a great deal of blood, and all of his countenance that could be seen was ashy pale. He, however, talked cheerfully, expressed his regret that he should not be able to attend and plead in the cause, Thwackaway v. Booby, and was ultimately conveyed home. The Captain was misled as to the real cause of the misadventure, for Mrs. Nixon had given the whole affair a colouring of her own, although her violent exclamations had, in the first instance, excited strong suspicions against her in the minds of the worthy surgeon and his assistants.

"Captain Nixon left his brother to rest, but not in peace; the barria-

ter was disturbed in heart—he looked back through a long vista of by-gone years, and found but little wherewith to reproach himself as it respected his wife—he had endured a worse than martyrdom from her pride and violence of temper, and now his life had been nearly sacrificed through one of those horrible matrimonial dissensions, which bring a curse upon both parents and children. He knew his pecuniary affairs to be deeply involved, and though satisfied that the Captain would not let him sink whilst a few thousands could keep him afloat, yet he felt that his own resources ought to maintain him in handsome independence, instead of being squandered away upon antiquated dowagers and fashionable *roués*. He loved his daughters with true parental feeling, and he mourned over the example which was placed before them; the circumstances of the night passed in quick review across his memory, and the result of his painful meditations was a sort of undefined and rather bewildered determination to effect a change in every department of his household. Nor was the mind of Mrs. Nixon more at ease; it is true that her agitation arose rather from shame at detection, than contrition for her faults; she feared she had carried her assumed power too far, yet contemplated greater aggression, lest any concession on her part might be construed into a partial resignation of authority. Thus it is with tyrants, let them occupy whatever station they will—they provoke resistance by their arbitrary acts, and fancy that mercy will be mistaken for an acknowledgment of error.

“The Captain had made no mention of what had taken place in Half Moon Street, so that Mrs. Nixon would have remained ignorant of the peril to which his life had been exposed, had it not been communicated by the footman to the lady’s maid, and by her related, with many horrible additions, to her mistress. And what was the first feeling of Mrs. Nixon? Will it be believed that it was regret that the intentions of the assassin had failed? Yet such it was! Oh, covetousness! how dost thou block up every avenue of social love in the human heart, damming the sweet impulses of affection, and rendering stagnant all those pure sources of benevolence which form a holy communion of spirit! Yes, coveting the property of her brother-in-law had blinded Mrs. Nixon to the enormity of murder, and yet had such a deed been proposed to her, she would have shrunk with horror from the abomination; and what does this evidence? That ‘the heart is deceitful above all things and desperately wicked.’

“But how was it with the unfortunate woman, Waxwell? She laid groaning and weeping in mental and bodily anguish—a prey to remorse and terror. The ball, intended for poor Ned, had passed obliquely through her right side, and lodged internally; but where, the surgeon could not possibly trace. Oh! how lovely do the happy days of childhood and innocence appear to the guilty wretch who has perverted the gift of life, and marred the fair tablet of existence by crime, when the hand of death is spread above the heart, and ready to grasp its prey. How dreadful the contrast when contemplating the future—the throne of Omnipotence, the bar of retributive justice, the anathema of Divine vengeance,—‘Depart, ye cursed!’—and where?—‘into everlasting torments.’

“Captain Nixon, on his return home, immediately hastened to visit poor Ned, but the lad still slept, though his rest was disturbed and uneasy. Maria opened her eyes, saw her uncle, stretched out her arms,



and the veteran, stooping down, impressed a kiss upon her cheek ; she was about to speak, but an admonitory caution stopped her, and having looked at her companion, she laid quietly down again.

“ From thence the Captain went to the apartment of Waxwell : she was raving with delirium, and uttering exclamations that shocked even the ears of the veteran seaman. He next repaired to the little sitting-room where the supposed corpse of the robber had been deposited, and nothing could exceed his astonishment at the man's disappearance. However, he was gone, and now Captain Nixon sent to Bow-street for an active officer to investigate the matter : the servants were rigidly examined, every inquiry was made, and the only conclusions that could be come at were, either the fellow was not dead and had taken advantage of the confusion to crawl off, or else he had accomplices who had gained access through the negligence of the servants, and carried their comrade off, apprehensive that he might have something about him which would probably betray them ; the whole was involved in a mystery that could not be unravelled.

“ It was several weeks before Ned was able to quit his bed, but he received the kindest attention from the Captain, and the politic Mrs. Nixon, in her endeavours to regain the estimation she had forfeited, frequently permitted Maria to be with him ; indeed, the boy felt his long confinement and restraint to be extremely irksome, and was restless and impatient when his little playmate was absent.

“ The barrister was only long enough away from Court to prevent a second rupture of the vessel, nor was his face healed, when an important cause compelled him to take his place, and he received the congratulations of his brethren of the Bar. The newspapers, as a matter of course, had announced the misfortune of Mr. Nixon, K.C., who was ‘ seized with an epileptic fit ’ when returning from a dinner party at his wealthy brother's, Captain Nixon ; and now his re-appearance produced another paragraph, depicting the assiduous attentions of Mrs. Nixon to the invalid, his recovery, and return to Court, looking pale, and far from well, but most ably pleading the cause of his client till nearly exhausted in strength, and pointing out the clever barrister as likely to be the next Attorney-General. But these were advertisements, paid for as such, and paid highly too, and in those days there were no ill-natured ‘ Ages ’ and ‘ Satirists ’ to pry into family secrets ; though one Journal had darkly hinted at a matrimonial fracas, yet the allusion was not generally understood, as many members of the profession were in the same awkward predicament as Mr. Nixon.

“ Waxwell, too, recovered, but it was slowly, and as soon as she could be removed, she was placed in a small house in a country village, the Captain making a sufficient allowance for her maintenance (her husband had previously secured her money) till she should be enabled to provide for herself. Nor was this generosity lost upon the unhappy woman, who warmly expressed her gratitude for the kindness she experienced.

“ Ned was sent to boarding-school, where his quick intellect would have soon placed him in one of the principal classes, but as no allowances were made for a peculiarity of temper arising from infantile education and habits, the boy became stubborn and mulish, till punishment hardened him into daring, and at length he set every one at defiance.

Often was severity inflicted upon him for the faults of others, and he scorned to betray an associate; whilst, if there was any deed requiring peculiar hardihood in the performance, Ned was flattered into undertaking it by the individuals who not unfrequently betrayed him to save themselves. Captain Nixon allowed him to want for nothing; and old Will visited him once a fortnight to see how he got on. His holidays were passed with his kind benefactor, and Maria generally remained some time at her uncle's, where, with Ned, the veteran enjoyed a pleasure which left no sting behind it.

"Thus time went on till the hardy boy attained his fourteenth year, and then a circumstance occurred which afforded a further insight into his history. He was standing, with several of his schoolmates, near the entrance of their play-ground, when a gipsy woman stealthily approached, and, with the cunning whispering of her tribe, inquired, 'Whether they would have their fortunes told?'

"The very sound of the voice, though uttered scarcely above the breath, jarred upon Ned's heart. It awoke recollections of his earlier days, and, gazing with intense eagerness at the female, he drew back instinctively, for, in the person of the individual before him, he had recognised old Nan. The boys were too much in awe of the gipsy to make her the object of sport themselves, but they called for Ned, whose reckless propensities, they were well aware, might in the present instance afford them some sport; but Ned had disappeared, and the gipsy shortly after pursued her way. No sooner, however, had she turned a corner of the lane, that concealed all beyond it from being overlooked by his school-fellows, than Ned hastily followed, and boldly requested to have his fortune told; not according to the slang and art of the tribe, addressed to an ignorant, half-terrified, half-doubting lad, but in plain English, to the child she had abandoned to destitution in the streets of London.

"The hag looked earnestly at the boy, whose face was agitated by the conflict of emotions that were struggling in his breast. She was not long in calling the features to remembrance, but, with the quickness natural to cupidity, she saw also, by his dress, that he must be in circumstances which would enable him to render her assistance; she therefore gave indirect answers to his inquiries, till she had ascertained that he was dependent on the bounty of another, and the secret of his birth was yet unknown to him.

"Whilst this was passing, Ned heard the shouts of his school-fellows in search of him, and presenting the woman with half-a-crown, he begged her to meet him again on the following evening, which she promised to do, and the boy returned to his companions. The next day was one devoted to the periodical visits of Will, and anxiously did the youth await his arrival; nor was his gratification diminished when the appointed time brought a travelling carriage to the great gates, from which alighted Captain Nixon himself, who, the weather being delightfully fine, had embraced the opportunity for enjoying recreation, as well as to remove Ned from school.

"The boy, as soon as they were alone, informed his benefactor of the discovery he had made, and the veteran determined to be present at the interview. This he carried into effect, and, by dint of threats and persuasions, as well as the offer of strong temptations as it respected

her future comforts, the following brief narrative was drawn from her. Her parents had belonged to the gipsy tribe, but she had quitted them when young, and entered into service. Whilst thus engaged with a female who let part of her house as lodgings, she became acquainted with the footman of a Spanish nobleman, who often watched the house, and ultimately their intimacy grew into guilt.

“ At this time a beautiful young lady lodged with her mistress. She was a foreigner, but her husband was English, and, though much attached to her, he seldom remained long in her company. At length she brought into the world a fine boy, which Nan was induced by her paramour to steal away, and the lady died. The Spanish nobleman returned to Madrid, and his servant was amply supplied with funds, from what source she did not know, and they lived together with the child in great profusion till it was gone, when the man, by his depredations, rendered himself amenable to the laws of his country, and was transported. Left destitute, she sought the residence of her former mistress, under the hope of ascertaining something relative to the child's father ; but her mistress had quitted the neighbourhood, and no one could afford her any information where she was to be found. Thus circumstanced, she was reduced to beggary, and soon made her account in retaining the infant as a passport to the heart of benevolence. The boy thrived well. She rejoined the gipsies, and they underwent various vicissitudes till the period of her going to the metropolis, and leaving the lad in the streets.

“ Such was her statement relative to poor Ned. That there was more remaining to be told, Captain Nixon felt certain ; but she evaded further inquiries, till she suddenly recollected the thing which the child had worn round his neck, and which, she said, had been placed there by her seducer. The veteran instantly called to mind the small leather bag which old Will had supposed was a charm, and going to the bureau in which it was deposited, the Captain readily found it ; and hurrying the woman and the lad into his carriage, he immediately drove to the office of his solicitor, where old Nan unwillingly gave her deposition. The case was examined, but it contained merely an identification of the lad with a small piece of parchment, on which there was a signature, but the handwriting was so stiff and cramped, that, like many of the franks by members of the present legislative body, it could be made into nothing or anything. The whole, however, was placed in the hands of the legal gentleman. Old Nan was comfortably provided for, under the hope that by kindness she might be influenced to make further discoveries ; and Ned, under the superintendence of Will, was fitted out for sea, the latter part of his education having been devoted to the theoretical study of navigation.

“ The first intention of Captain Nixon was to send the youngster in an East Indiaman ; but his predilection was for the Navy, and the veteran, unwilling to thwart his inclination, at once assented. An old shipmate, now a Post-Captain in command of the Scotchman, seventy-four, was applied to, and immediately consented to receive him ; so that Ned had to be re-equipped in smart uniform, and made no contemptible figure, to the great delight of Maria, the chagrin and mortification of her mother, the gratification of Captain Nixon, and the uncontrolled pride of old Nan.

"The Scotchman was sitting out at Portsmouth, and Ned was despatched thither by the coach. It was a summer's day, bright and shining. He kissed away Maria's tears—promised to bring her back a parrot and a monkey—shook hands with his generous patron—and old Will saw him safely seated in the dickey by the side of an army officer in rough light infantry regimentals. The vehicle was well loaded. The coachman and guard took their places, and away scampered the horses over old London Bridge, making no stop till they pulled up at the Elephant and Castle, a house which in those days was scarcely more than burthen for one elephant, but now would take all the elephants in the Deccan to carry it. Here another passenger joined the party in the dickey. He was a thin spare man, with sallow complexion, piercing black eyes, a prim demureness about his mouth, with black hair as straight as a "ha'porth of pins," a broad-brimmed hat and a drab coat, half-quaker, half-methodist.

"'All right!' said the guard, after giving a twang-twang with his horn, and the coachman, reeving the reins through his fingers, exclaimed, 'I say, Jem, my tulip, just lay hould o' them there leaders' heads a minute and start 'em, will you, my dickey-bird!'

"Jem did as he was desired, but at the moment the coach was about to move, the sound of a stentorian voice was heard crossing the road from the Borough way. 'Ship ahoy!—avast heaving! Eh, d—n yer eyes, a pretty skipper of a craft you must be, to run yer anchor up to the bows and part o' yer freight ashore.'

"This was uttered by a stout thorough bulldog-looking tar hurrying along upon his toes, and he was followed by a youth of about seventeen, also habited in mariner's apparel. 'Heave a-head, boy-o,' said the tar, addressing his companion. 'D—n the lubber, did he think to leave us behind?' He had now ranged up 'alongside,' as he called it, and demanded berths for himself and his shipmate.

"'Fear I cannot accommodate you, Sir,' replied the guard, who had descended from his station. 'Have only room for one, Sir,' and he winked at the clerk, who had again received the way-bill.

"'Ownly one! That be blow'd, you know,' returned the tar. 'We must both on us go; and I say, Sam, here's for boardin'g on 'em, and d—n the fellow as dares to onberth us, and me with a boa'swain's warrant in my pocket.'

"He was about to suit the action to the word, but was prevented by the young man, who observed, that he 'didn't care where they stowed him.'

"'If that's the case,' said the guard, with another wink at the clerk, 'I think we can put him outside for inside fare.'

"'And who the — wanted anything else but what's fair?' ejaculated the tar. 'Say what's the damages, and,' pulling out a handful of guineas, and chinking them, 'here's summ'ut to square the yards by.'

"It never struck the seaman, that if there was room outside, it was all that he desired, and therefore the extra demand was a gross imposition; nor was he aware that the guard dared not carry above a certain number of passengers, and there was yet one place vacant. The honest tar was about to pay the money, but the army officer, who witnessed the transaction, insisted that no advantage should be taken of the sailor's 'ignorance.'

"The word 'ignorance' rather nettled Jack, as coming from a soldier; and though the interference was meant in kindness, yet the seaman was angry at it, and *would* pay the extra price, seeing as he 'was now an officer himself, with a *boa'swain's* warrant in his pocket.'

"Affairs having been amicably arranged, and two pots of porter swallowed, the seamen took their berths 'abaft,' as they said; that is, on the body of the coach, with their backs to the horses, and facing to Ned and the officer of the army. Once more the guard shouted 'all right!' away went Jem with the leaders, and off they started; the elder of the seamen, with a 'Here, ould Blue Peter,' pitched Jem a shilling as they passed.

"For the first mile or two very little conversation took place, but the jolly tar soon became communicative. 'His name,' he said, 'had been Ben Transom when he was no better than a nasty-face; but now he'd got a handle to it, in regard o' the warrant in his pocket for good behaviour and sarvitute, and thenceforward he was to be Muster Transom, *boa'swain* o' his Majesty's ship the Showerbath.'

"'A 10-gun brig, I think, my friend,' said the army officer. 'I left her lying about a week since with a convoy flag flying for the Mediterranean.'

"'And if she is but a 10-gun brig,' responded the tar, offended at the allusion to the smallness of the craft, 'she's a sloop-of-war for all that; and mayhap she may be bound to the Mediterranean, for they ordered me to make all sail, and get aboard to take charge of the *boa'swain's* stores. The ould *boa'swain* is going to the Ondaunted, and the Ondaunted's *boa'swain* has got a lift into the Scotchman.'

"'The Scotchman!' repeated Ned, with a feeling of pleasure—the name giving some locality to his ideas; 'that's my ship.'

"'Your ship, young gentleman,' uttered the new-made boatswain, with something like contempt in his manners; 'my ship are two big words from such a small mouth; I suppose you are going to join her, and much good may't do you!'

"'Yes, I am going to join her,' answered Ned smartly; 'and I hope it *will* do me good, though you seem to insinuate the contrary.'

"'I *sinewate*,' exclaimed Transom, looking a frigate's broadside at the youngster; 'I scorns any such consarn whatsoever; I never *sinewated*! and as for the Scotchman, may be she arn't manned with burgoo eaters from stem to stern—from head rails to cabin windows; she's like the craft as had a crew of Irishmen, and the ship's name was Pat.'

"The army officer was a captain in a light infantry regiment, already embarked at Portsmouth for foreign service; he was a firm-built, active man; and Ned subsequently learned that his name was Maloney, a native (which his tongue betrayed) of 'dare owld Ireland.' The boatswain's companion was the son of an ancient messmate who had been a voyage or two in the merchant service, but was in such constant dread of the press, that he determined at once to enter for a man-of-war, and Transom having offered to take him under his especial protection, he was now journeying with him to Portsmouth, that he might have a chance of gaining favour in the Showerbath.

"Captain Maloney was a most pleasant and affable companion—full of that sort of anecdote that is calculated to interest young minds, and

always adding something to his stories by way of moral advice. He had been with the army all his life, as he had first opened his eyes in the very comfortable accommodations of a subaltern's apartment in barracks, his father being then a lieutenant in the very same regiment in which the son was now a captain. 'But it's the fortune o' war,' said he, 'the old gentleman died a Major-General; and, please God, I mane to live to be onc. So you see, youngster, it's no use crying at the foot of the tree that you can't get up to the fruit. True, some gets broad, aisey steps; others mount by a spoke-ladder, but the most satisfactory way is to climb—climb—climb, and the difficulty you encounter in rising to the top will make you howld on better when you get there.'

" 'That's it, Sir—just it,' said the boatswain; 'and I hopes Sam here, as well as the young gentleman, will log it down in memory; ah,' and he shook his head, 'it's hard work to get promotion now-a-days; and if it hadn't been for my owld Commander, Lord Nelson, why I should have never got my boason's warrant; but he made 'em give it me off hand, seeing as I had been onc of his barge's crew in three different ships, and had fought alongside of him, I may say, in every action.'

" This announcement added greatly to the respect which Ned was inclined to yield to the tar, for Nelson's name ever carried with it a charm to all minds; nor was Captain Maloney backward in his acknowledgments, so that a better understanding and more harmonious feelings existed during the remainder of the journey.

" The demure-looking gentleman had occasionally joined in the conversation, but it was more in the way of cynical reproof for alleged levity than otherwise, whilst at every place they stopped at he alighted to speak to a very pretty young female inside, whose brilliant black eyes sparkled with lustre from beneath a very primitive border of a muslin cap, and though they were cast down in modest confusion whenever the Captain gave her one of his 'die-away' glances, yet it was a matter of doubt whether she was not much pleased with the silent homage that he paid her.

" 'You've a tight-looking frigate under convoy, Sir,' said the boatswain; 'a fine figure-head and bows, and I dare say sails well.'

" 'She is as the Creator hath pleased to make her,' returned the other, '—a poor fallen creature of sin.'

" 'Well, who'd have thought it?' responded the boatswain; 'poor young thing—boarded by pirates I suppose; and yet she looks so lovely and innocent, as if her heart was all vartue. I should jist like to know the chap as has injured her.'

" 'It is the arch fiend who goeth to and fro in the earth doing mischief,' responded the man in drab; 'the enemy of souls—Satan.'

" 'That be blow'd, owld genelman,' said the boatswain, half laughing half angry; 'nobody shall ever pitch that gammon into me, Ben Transom as was, Muster Transom as is;—dealings with the Devil!—then I'm d— if she has. What do you say, Captain?'

" 'Our friend applies a different meaning to what you do to his words,' returned the Captain; 'his allusions are allegorical.'

" 'Ay, there may be some sense in talking about Harry Curricle, the vagabond,' uttered Transom; 'but as for Davy Jones—why that's

coming it too strong, and raises a doubt of the charges agin Harry Curricke.'

" 'He is wandering in the mazes of his own polluted ideas,' said the man in drab, contemptuously.

" 'Or rather, my friend, is it not the straightforward and homely principles of his nature that are bewildered by your metaphorical language?' said the Captain.

" 'The enemy is subtle in excuses; yield not to his temptations,' responded the man.

" 'Well, then, I'm blow'd if this don't puzzle me out and out!' exclaimed the boatswain, good-humouredly.

" 'Because you are still in the slough and mire of 'original sin,' uttered the man; 'you want faith, you want hope, you want charity.'

" 'Then I'm — if I do,' exclaimed Transom; 'I've faith in Lord Nelson that he'll lick the French wherever he finds 'em; I have hopes of being bos'n of a first-rate, and wear a ffill shirt afore I kick the bucket; and I've charity enough to forgive my enemies arter I've well thrashed 'em; and so, Muster Drabskin, ye're out in your reckoning.'

" Thus the conversation continued till they stopped at the inn to dine, but found that no preparations had been made. The drab gentleman had conducted his fair charge into a private room, and the rest of the passengers grumbled at delay. But after some show of bustle the table was spread with an excellent dinner; and just as they had sat down and commenced the work of mastication, the horn of the guard sounded, and they were unceremoniously summoned to depart. 'Ate away, youngster, and niver mind 'em,' said Maloney, setting the example, which was followed by the boatswain, whilst the company wasted their time and breath in useless squabbling with the servants, and vociferously debating the question with the waiter who was demanding payment. Again the horn sounded, and the horses pranced, and the shouts 'Now, Sir,'—'Can't stop,' &c., were heard. The waiter withdrew to fetch the landlord, whilst Maloney exclaimed, 'Sit down every mother's son of you, and fill your plates with everything that you want; lave the rest to me.'

" In a moment there was a tremendous clattering of knives and forks, as the request, or rather command, was complied with, and the whole had an outrageous supply before them. The horn again sounded more impatiently than before,—the waiter re-entered, but without his master, who, having on many previous occasions played the same trick, was rather cautious of trusting his person amongst them. 'What have we to pay a-head, my man?' inquired the Captain.

" 'Five shillings for the dinner, and what you please for the waiter, Sir,' responded the bowing and obsequious, though somewhat alarmed, napkin-carrier.

" 'Follow my leader!' shouted Maloney, throwing down two half-crowns and catching up his well-filled plate. 'There's the money for the dinner, and'—giving the fellow a kick in an inexpressible part,—'by Jasus, there's what I like to give you for yourself!' and away he started for the coach.

" 'Manhandle your plates,' bellowed the boatswain, as he followed Maloney's example to the very letter. Every passenger was pursuing the same course, to the great mirth of the spectators who remained

outside; and the waiter at last fairly made a run of it out of their way. Ned had laughed so immoderately at the whole scene, that he was the last who left the room; nevertheless he was walking off with his plate, and had reached the pavement, when the valourous waiter pounced upon him, and would have deprived him of his prize, but, observing a poor old match-woman standing and looking on, he emptied the contents of his plate into her basket, and then, to the great astonishment and mirth of the beholders, he threw a clever sunnerset over the rails in front of the inn, and was up in the dickey in an instant.

" 'Dthrive on, Coachee,' shouted the Captain, pitching a shilling into the old grinning match-woman's basket, the boatswain and others still following his example; 'Dthrive on, I say!' But the coachman, who just before had been fiery hot with impatience, now held in his cattle, whilst the guard declared that the coach should not move without they returned the plates directly.

" 'All well and good, my darlin,' said the Captain, placing his dinner on the roof of the coach, and pulling out a stout, serviceable pocket-knife. 'Come, youngster,' said he to Ned; 'by the powers, but that tumbling must have made a strange confusion in your inside! Come, we'll be messmates to-day; out with your *couteau*.'

" This Ned promptly obeyed; but the guard, with considerable rudeness, pushed him on one side, and endeavoured to seize the plate. 'I'll just tell you what it is, my man,' said Maloney, 'don't be wanting the help of a docthor; for if you offer to touch anything belonging to me, by the Secretary-at-War but I'll give you a memorandum of it in your bones as shall last you your life!'

" 'The wages of sin are death!' exclaimed the man in drab, as the guard withdrew; but to whom the observation was applied did not then appear. The spectators, amounting to not less than a hundred (and many of them, from previous occurrences, guessing the cause), were delighted with the sport, and their cheers were loud and long; till at last the boatswain, who had again descended, was seen issuing from the inn window with the remains of a fine goose upon the carving-fork. This was a climax: the shouts were astounding; the horses were startled, and set off before the tar could get to the coach; and then commenced a grand chase through the streets, Transom just holding his own with the vehicle, and bearing the bird that saved the capitol over his shoulder.

" The spectators followed, hurraing—shops were abandoned—windows thrown up—people came running from all directions—the coachman vainly tried to pull in—whilst the boatswain, waving the remnant of the goose above his head as the signal of victory, responded to the cheers of the populace—even the muscles of the man in drab relaxed from their austere expression at the humour of the scene.

" At length the horses reached a steep descent in the town, at which they had always been accustomed to stop for the purpose of putting the slipper on the wheel, and, natural to instinct, they became instantly obedient to the reins, and stood still just long enough to allow of the operation being performed, and giving time to Transom to regain his seat.

" 'Hurrah!' shouted the veteran, mounting the roof of the coach, and tossing the mangled bird in the air, which he again caught in its



descent. 'Hurrah!' echoed the mob. 'Well done, Jack! True Blue for ever!' Away went the horses again, but with more gentleness than before, till they reached the bottom of the hill.

" 'And now, young gentleman,' said Maloney, 'I hope you will learn from this that honesty is the best policy. That fellow sarved me much the same about seven years since; and often, when I've been on short allowance in Portugal, I've promised the gentleman a favour of this kind if fortune should ever afford me an opportunity.'

"The slipper was hooked up, and the coach stopped at a small public-house for parcels, when they were joined by the populace; and, their dinner being over, they enjoyed a delicious draught of ale—the boatswain giving the people a guinea to drink 'Success to Nelson.'

"Just at this moment up came one of those petty, consequential officials—a constable, and charged the passengers with 'robbery.'

" 'Is it for the dinners or the plates, Misther Dundtherhead?' inquired the Captain.

" 'My name's not Dunderhead,' returned the constable; 'and it doesn't become a gentleman who bears the King's commission to use derogatory language to a brother-officer.'

" 'Many ten thousand pardons, Misther Brother-Officer,' replied Maloney, bowing with mock gravity. 'Maybe it's a Field-Marshal you are, by your truncheon?'

" 'Field-Marshal or no Field-Marshal, I desire, in the King's name, that you come down and surrender yourself my prisoner!' demanded the official with great pomposity, whilst the crowd, though inclined to merriment, were too much afraid of his authority to interfere.

" 'An what should I be taken into custody for?' inquired the Captain; 'where's your warrant?'

" 'Ay, where's your warrant, ye wagabone?' repeated Transom; 'mine's snug in my pocket; and I'm bos'n of the Showerbath sloop-of-war. Who's for goose?'

"The coachman again became impatient; but the constable's exclamation—'I charge you to stand, in his Majesty's name!' prevented his moving; and it was with no little interest and excitement that the populace beheld the man of the law climbing up, as was supposed, to seize the Captain. No molestation was offered to him till his head was level with the rails of the dickey, when Transom, wielding the goose by his only remaining leg, slapped it with no small violence into the constable's face, exclaiming—'Show us your warrant, you wagabone!'

"Down dropped the man; the Captain threw the plate after him; the other passengers did the same; the shouts and peals of laughter rose louder than ever; again the horses made play, and the scene of strife and contention was soon exchanged for the quiet of the road and the freshness of the fields, there being but little dust on account of a previous fall of rain.

" 'Well, he's got the thingumees, at all events,' said Transom; 'so that they can't say as we robbed him.'

" 'By the powers, but you presented him with a fine service of plate, anyhow!' said Maloney, laughing; whilst to Ned the whole had the spirit of enchantment. 'And now, young gentleman, if you are ever placed in a similar predicament, always take care of number one—nothing like experience to make you wise. At breakfast or at tea, when

you're travelling, you must fill three large cups for yourself—put plenty of cream in the first, and let the other two cool whilst your drinking it. As for the toast—Midshipmen don't wear pockets for nothing!

“ Whilst rounding that remarkable hollow known as the ‘ Devil's Punch Bowl,’ the man in drab had a good opportunity afforded of commenting upon the wickedness and vanity of the world at large; and his figures of rhetoric were sad teasers to Transom, who, however, swore that he would ‘ keep some of 'em in mind, and pitch at the officers when he got aboard, just by way of showing his learning.’

“ It was a glorious evening, and the scenery was exuberantly rich as they crossed the summit of Portsdown Hill. A delightful track of country lay before them, with that luxuriant garden of nature, the Isle of Wight, in the distance; whilst the middle space was occupied by a stretch of water from St. Helen's to the Motherbank; Spithead filling up the centre. The sun was glowing in gorgeous splendour, spreading his unrivalled tints of vermilion and gold over land, sky, and ocean.

“ Ned was much gratified with the spectacle; and though he had frequently witnessed the bright sun-down of a summer's eve, and as an enthusiastic admirer of nature had felt its influences, yet never had he on any previous occasion experienced what he then did. Who were his parents, and whether the child of wedlock or of shame, were alike unknown to him; though there was a probability of exalted alliance, and Old Nan had held out expectations that such was actually the case. Yet he had been cast abandoned upon the world through some mysterious cause—he had been snatched from destitution, and nourished with kindness, by the hand of bounteous generosity—and through the same benevolent intervention he was now commencing his career as an officer in the service of his country: a crowd of recollections of the past rapidly gave place to ardent hopes and pleasing anticipations of the future.

“ It was still light when they drove under the arched gateway of the ramparts, and entered upon the bustling streets, where blue, white, and gold were the prominent colours; whilst it actually seemed to have been raining cock'd hats, for scarcely anything else could be seen. Officers of every grade were moving to-and-fro in High Street; but as soon as another gateway had been passed on to the Point, then the Jack Tars were thickly clustered together, either on liberty or waiting with their boats at the Sally-port.

“ This was all new to Ned, and when, on alighting and entering the coffee-room at the Blue Posts, he found it filled with Midshipmen, literally enjoying their ‘ tea for two and toast for six;’ it presented a picture of life that exactly tallied with his own views and wishes. Here were youths of all ages, from the child of ten to the young man of two-and-twenty, wearing the same uniform, and all assuming a degree of independence, as if they relied solely upon their own merits for advancement in the Service.

“ The appearance of Ned amongst them attracted general observation. He was a remarkably fine-looking lad, with curly locks, which he displayed on entering the room by respectfully taking off his hat; and this unusual manoeuvre at the Blue Posts excited the risibility of the youngsters, whilst every one detected the ‘ greenhorn’ in this simple act.

“ ‘ Ha, my fine feller! how d'ye do—d'ye do?’ exclaimed a tall

foppish Midshipman, stepping up to him and offering his hand. 'Have been expecting you for these two hours past—tea waiting. You're come to join the ——,' and he hesitated.

" 'Scotchman,' said Ned, bowing politely in token of acknowledgment for the affable manner in which he had been met.

" 'Aw, yes, I remember,' returned the other, affectedly, 'I remember the "Oatmeal-bin," as we call her—all burgoo eaters, from the Captain down to the pigs, and all afflicted with the—haugh—hem. The stancheons nearly rubbed through with "blessings on his Grace the Duke of Argyle."'

"A general laugh followed this address, which was uttered with much humour; but Ned saw nothing particularly offensive to himself in it, and, as a stranger amongst them, he determined not to be the first to manifest a quarrelsome temper.

" 'Whatever she is, or may be,' said he, 'I am wholly ignorant of; but I trust I shall learn my duty with alacrity, and perform it cheerfully.'

" 'No doubt of it—not the least doubt of it,' responded the fop. 'You'll be Captain of the sleepers after the first cruise, and beat the after-guard hollow in sheeting home your eye-lids. But come, Sir, tea, as I said is waiting, will you join us?'

"Ned unhesitatingly complied, for, though he was aware that they were quizzing him, yet he would not display any want of conciliating feeling; and he had swallowed one cup of tea, with a single piece of toast, when Captain Maloney entered the coffee-room and beckoned him to come out. The youth rose to comply, but the fop caught his arm. 'Haugh—hem—you're not going to deprive us of the felicity afforded by your company, are you?'

" 'That will depend upon my friend,' returned Ned, firmly, and rather impatient at the interruption.

" 'Haugh, then, my fine fellow—here, waiter—haugh, then, you'll have the goodness to pay for *our* teas, since we have done you the honour to favour you with our society.'

" 'I shall do no such thing,' returned Ned, with strong emphasis, though perfectly self-collected, and stretched out his hand to reach his hat, which, however, was instantly seized hold of by another of the party, who declared 'he should keep possession of it, to insure his safe return.

" 'I insist upon your giving me my property, Sir,' uttered Ned, with warmth. 'My friend is waiting for me. If you refuse, the consequences be upon your own head.'

" 'Oh, no fear of consequences,' said the other, shaking the hat with the open part downwards, as if to eject anything that might be inside. 'I'm not going to wear it, or even to put it on.'

" 'Will you, or will you not, restore it to me?' demanded Ned, his anger rising at their ungenerous treatment. 'Remember I call every one to witness—'

" 'No, I will not,' answered the young man, who fancied he had gone too far to recede without having an imputation of fear cast upon him. 'Pay for the tea, and it's—'

"What more he would have said was silenced, for the next instant he was extended flat on his back along the floor. Ned bounded over

him, waving his hat above his head with a cheer; the folding-doors swung on their hinges, and he nearly knocked down Captain Maloney and a naval Lieutenant, who had witnessed the whole proceedings through the oval plate-glass that was fixed in each flap of the doorway.

“ ‘ You deserve great credit for your spirited conduct, young gentleman,’ said Maloney; ‘ but I haven’t time to say more than good-bye. The transport is getting under way with my regiment, but your behaviour to day has greatly pleased me, and I thought an introduction to an old friend of mine might be of service to you, and he has promised me to do the needful, by way of keeping you out of mischief;’ and he presented the youth to Mr. Sullivan, the First-Lieutenant of the ‘ Braave’ frigate. ‘ Good bye, my boy! I see you can take your own part, and its a rough world you’ll have to get through—good bye!’ He shook Ned heartily by the hand and was going away, when several of the Midshipmen, headed by the humbled hero of the hat, came rushing out with vows of vengeance; but the countenance and fiery haste of the leader was instantly quelled when a well-remembered voice met his ear, and a never-to-be-forgotten form greeted his sight.

“ ‘ What are you doing away from your boat, Mr. Timmins?’ inquired the Lieutenant,’ as the abashed Midshipman shrunk back. ‘ Go instantly, Sir, get your men together, and return on board. I have, I am sorry to say, been a grieved spectator of that which I never expected to see in an officer of the Braave. However I shall take no advantage of that—you have had your punishment, Sir; though, perhaps, a little more of it might be useful to stow away for future remembrance—’

“ ‘ As the first act of your kindness towards me, Sir, may I entreat that you will look over what has taken place?’ said Ned.

“ ‘ You must not interfere, youngster,’ returned the Lieutenant; ‘ the knowledge of the transaction was purely accidental on my part; but, as I detest everything that can by any possibility be construed into clandestine prying, I shall say no more upon the subject. His being away from his boat is a breach of duty. Mr. Timmins, bear a hand on board, Sir.’ The crest-fallen Midshipman touched his hat and hurried off to the Sally-port. ‘ And now, young gentlemen,’ continued the Lieutenant, addressing the other Midshipmen, ‘ I am satisfied there are none of you wanting in real generosity of purpose—it is a stale silly thing to practise upon the ignorance of a youth because he may not be so well acquainted with the service as yourselves. I shall leave my young friend here with you, and do not let his first impressions of a Midshipman’s berth be unfavourable ones.’ He then hurried after Maloney, and Ned returned to the coffee-room, where he was spontaneously welcomed by a cheer,’ and those who had started as his chief persecutors were converted into cordial friends, whilst Ned, to prove that his refusal to pay for the tea did not arise from either parsimony or poverty, invited as many as chose, to dine with him the next afternoon at four o’clock.

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## ANECDOTES OF SIR SIDNEY SMITH.

DERIVED FROM HIMSELF.

In giving the following Anecdotes of Sir Sidney Smith, it may not be out of place to notice his lineage, for the benefit of those who, although not ignorant (who is?) of his fame, may nevertheless be unacquainted with his origin, which, however, is in no way remarkable, except that his own excellence may be traced to his progenitors. The correct spelling of this distinguished officer's family name is Smythe. He is a collateral relative of Sir Sidney Stafford Smythe, who was Lord Chief Baron, and of Smythe, Lord Viscount Strangford—all descendants of Customer Smythe, temp. Queen Elizabeth. His signature has always been Smith, for what reason I never thought of asking him. His ancestors, like himself, it appears, were conspicuous for their goodness; and on a large gravestone in the nave of the church at New Shoreham is the following epitaph to the memory of Sir Sidney's great grandfather:—"Here lieth the body of Captain Cornelius Smith, of Dover, who served his King, country, and friend *faithful* and *honorable*; he was an indulgent husband, a kind father, and friendly to his acquaintance, who dy'd much lamented the 26th October, aged 66 years." This Cornelius Smith was the father of Captain Edward Smith, of the Bedford, who was mortally wounded at the attack of La Guira, Feb. 19th, 1743; a grandfather of General Edward Smith, Colonel of the 43rd Regiment, and Governor of Fort Charles, Jamaica, who served with Wolf at the reduction of Quebec, and died at Bath on 19th January, 1809.

Sir Sidney Smith is the son of Captain Smith, a brother of the last-mentioned gentleman (who during the early part of the war of 1756 served as Aid-de-Camp to the Right Hon. Lord George Sackville, and afterwards held an office in the royal household), by Mary, daughter of Pinkey Wilkinson, Esq., an opulent merchant. Unfortunately, however, the union between Sir Sidney's father and mother, which took place in 1760, was effected without the consent of Mr. Wilkinson; in consequence of which he left all his great property to his other daughter, Lady Camelford, and Captain Smith's sons being withdrawn from their maternal grandfather's protection, previous to his death he cancelled a codicil to his will, by which he made some provision for them, and Sir Sidney was left to carve out his own fortunes, and to win his way to eminence as he best might; and nobly has the arduous task been achieved—a halo of glory encircles him as resplendent as has been his victorious career; and if Fortune in other respects has been less indulgent, she could not have met with one more regardless of the gift of wealth, of which she has shown herself such a niggard in this instance, than Sir Sidney. After all, however, this much-maligned lady may not, perhaps, be alone to blame. Meritorious services ill-requited is no novelty "in this season of lies and compliments," as our great English moralist says; but I am not called upon to decide on whom the culpability rests, and only hope that the commencement of the reign of our young and lovely Queen may be marked, amongst other generous impulses of her noble nature, by a favoured glance in the direction I have pointed, whence it cannot but be reflected with increased brightness from him, whom so many Princes, our late worthy Monarch included, have "delighted to honour."

Sir Sidney was born on the 21st of June, 1764, and commenced his naval career in 1777—the splendid achievements of which are known to all the world, and may be found in the Naval History. It is pleasant and useful to accompany such men into the retirement of private life, where they repose at least *cum dignitate*, even though Fortune, that fickle and partial arbitress of all human pretensions, should, to some extent, deny them the *otium* which affluence might afford and straightened circumstances preclude them from enjoying. Sir Sidney Smith in his address is remarkably polished and refined, but his politeness is more that of the heart than the studied air of the man of the world. He is generous to a fault, and one who practises his generosity with elegance and grace; considering, no doubt, the manner in which an obligation is conferred as equally essential, in some instances, with the gift itself. His heart is, indeed, the source of all good and elevated actions; and his conduct upon many occasions has reminded me of that beautiful saying of Buffier—"I desire to be happy, but I live in society with other men who also desire to be happy; let us, then, endeavour to discover the means by which I may augment my own happiness whilst I add to, or at least do not diminish, that of others." He is, besides, one of those happy people in whose mind Nature or Philosophy, or rather both, have fixed their throne, and banished care and disappointment from their peaceful territory.

"An equal temper in his mind he found  
When Fortune flatter'd him and when she frown'd."

His presence is esteemed an honour in every society; and his amiable and entertaining manners are a charm in every company. I need scarcely add that his intellectual acquirements are of the highest order. The easy and scientific manner with which he discusses the most difficult and abstruse topics, at interviews with those to whom such subjects are interesting, stamps at once the man of genius, and adds additional lustre to the exalted character of the hero of Acre; and he may now say with Voltaire:—

"Après tant d'honneurs, il ne me reste plus que mourir."

His name is not only associated with "laurel'd victories," but marks the progress of knowledge and of civil liberty. The warm and zealous friend of the afflicted and oppressed—his heart and hand are ever open to relieve their distress, and to comfort and help them to the best of his ability. The steady advocate and supporter of the rights and privileges of his fellow-creatures, he has responded to the call of suffering humanity whenever and whithersoever it hath reached his ears; and his philanthropic exertions can only be duly appreciated by those who know how anxiously and ardently he sought to abolish the iniquitous traffic in slaves, and of the white slaves in particular; and to effect its accomplishment, he came forward with his characteristic liberality to devote his fortune and personal services; but notwithstanding, and though large sums were collected for the purpose, the means were unhappily incommensurate with the magnitude of such an undertaking, and the effort was ultimately abandoned, as may be inferred from the following letter of his Royal Highness the late Duke of Gloucester:—

"Bagshot Park, Sept. 14th, 1816."

"DEAR SIR SIDNEY,—In looking over my papers this day I was  
U. S. JOURN. No. 112, MARCH, 1838.

much shocked at finding a letter of yours so long unanswered, having had the pleasure of receiving it at a moment when my time was entirely taken up, and when each day's post brought me a great number of letters. I mislaid it, and did not, till this morning, put my hand upon it. I now seize the earliest opportunity to return to you my thanks for it, and for your obliging congratulation upon my marriage, in which the Duchess desires to unite with me; and I must request of you to express to Lady Sidney Smith, and all her fair daughters, my sense of the interest they are so good as to take in an event that has confirmed my happiness. I have now to congratulate you upon the success of the attack upon Algiers. This brilliant event reflects great credit upon Lord Exmouth, who appears to have concluded the operation with much skill and decision, and adds fresh lustre to our tars, who have indeed acted upon this occasion like themselves. In my last letter I entered fully into the subject of that terrible system of white slavery, and stated to you my sentiments respecting the mode of putting an end to it.\* I will, therefore, now merely express my hope that your health is perfectly good, and renew to you the assurance of the great regard with which I am,

“ Dear Sir Sidney, very sincerely yours,

(Signed)

“ WILLIAM FREDERICK.

Of all the numerous Orders conferred upon Sir Sidney Smith, Admiral of the White and Lieutenant-General of Marines, the most distinguished of which are, Knight Commander of the most Honourable Military Order of the Bath, Knight Grand Cross of the Royal Swedish Order of the Sword, and of the Neapolitan Order of St. Ferdinand and of Merit, Knight of the Ottoman Order of the Crescent, Doctor of Civil Law, Master of Arts, Fellow of the Royal Society, &c. &c., that of the Templar Cross is the most remarkable and interesting. It is the self-same ornament which hung suspended from the neck of the chivalrous and adventurous Richard the Lion-hearted, during his crusades against the infidels in the Holy Land, and which the Admiral wears in like manner by a gold chain. Sir Sidney thus speaks of it, in a letter to his Royal Highness the Duke of Sussex, where he alludes to the “ recovery of the property of the Order now in abeyance in those countries, and any further relics of King Richard of England and Cyprus beyond the Templar Cross which Cœur de Lion wore in the Holy Land, and with which the Archbishop of Cyprus invested me at Niconia, after I had quelled an insurrection of Asiatics and Saracens, which menaced the lives and property of the Christian inhabitants, in 1799; which cross I, of course, sent in homage to his Majesty George the Third, and which his Majesty was graciously pleased to re-bestow upon me, by the hands of Lord Dartmouth; Lord Sidmouth further\* being authorised to record in the Herald's Office the motto ‘Cœur de Lion,’ as annexed to the royal

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\* \* I most highly appreciate the noble motives that have instigated you to the undertaking—motives worthy of yourself; and I most anxiously wish to see this detestable traffic in white slaves put an end to; an object which every Briton cannot fail to have at heart. Yet I do not conceive that by private subscription it can ever be accomplished, and I am clearly of opinion that it can solely be done by the Powers of Europe determining by force of arms to stop this disgraceful and abominable trade. In such a way this very desirable object might be soon attained, and I should be happy to see you in command of a squadron for that purpose.

“ Believe me always, &c. &c.

“ WM. FREDERICK.”

grant of an honourable augmentation to my family coat of arms ; which latter motto and augmentation will, I hope, be allowed to descend *in perpetuo* through my nephew of my name, as the cross will (by my will, already executed), to the Grand Master of the Templars." The form of the cross is Latin : it is of pure gold, and ornamented with large rubies and emeralds ; an emerald of superior size in the centre on one side, and at each end, and in the centre of the reverse, carbuncles of great magnitude. Above it is a crown, the upper part resembling our ducal coronets, and the whole is fastened to an oval frame of the same metal, set all round with precious stones, by curious filigree workmanship, and also studded with gems. At the bottom hang a row of emeralds and other stones, bored through and secured by gold hoops to rings in the frame, much in the same fashion as the glass drops of chandeliers. A few days previous to the insurrection above referred to, Sir Sidney received the Ottoman Order of the Crescent from Constantinople, accompanied with a firman and seal from the Sultan, delegating to him unlimited authority over his subjects in any part of the Turkish dominions in those seas and the Asiatic provinces ; a power which Sir Sidney can still exercise at any time by virtue of the seal and document above mentioned. The seal—the turban and aigrette—is the same as the Sultan's, with the exception of the inscription which surrounds it, a text from the Koran in Arabic. The following is the pronunciation of the Arabic words or characters, with a translation in French and Latin :—

"Ummatou Kaymatou, Yatluna Aiah-Cluhi, elua-allaili, Uahum Yasguduna Yaminuna Billahi, Uabiliaumil-Al-Akir, Yayamuruna Bilmarufi, Uainhuma-han-ilmyuncari. Mainsarihuma, fi-al-kiarate Ua-an-laika Min atssalihins."

Ille est populus existens, recitans prodigia Dei longitudine noctis, adorans flectentes genua, reclinat in Deum, atque in diem finalem. Ordinant gratitudines. Prohibent illicitum ; currunt invicem ad facienda bona. Illi ergo sunt ex bonis hominibus.

En parlant des Chrétiens, l'al-Koran dit : chap. de sa famille Amran —Surat iii. :—

"C'est un peuple qui existe. Ils (les Chrétiens) lisent toujours les prodiges de Dieu, durant les nuits entières : ils adorent en fléchissant les genoux : ils croient en Dieu et au jour du jugement dernier : ils commandent les bienfaits : ils prohibent le mal : ils concourent à l'envi à faire des charités ; ceux-la donc sont bons."

The Pasha, who was the envoy of the Sultan on this occasion to Sir Sidney Smith, having formerly incurred his displeasure, was exceedingly troubled in his mind, and trembled with fear and apprehension all the time he was investing Sir Sidney with the Order, and performing the rest of the ceremony ; and when, finally, he buckled on a rich sword, he fully expected to see the glittering blade flash in the light, and that in the next twinkling of his eye his head would leave his shoulders : had it been so, the procedure would not have excited the smallest surprise in the by-standers—I mean of those who were his own countrymen. It is quite customary in Turkey, and amongst the Mahometans generally, in sending an embassy to a powerful Prince, or a Pasha, to replace another, or, as in this instance, a mission of importance, bearing honours and presents from the Sultan, to select an individual who has



offended the person whom his Highness thus deigns to notice with favourable marks of confidence ; and immediately the unfortunate individual makes his salâm, he is either relieved of his head by the ready Damascus, or with equal promptitude and facility strangled by the mutes with the bow-string. No such fate, however, awaited the Pasha sent by the Sultan to Sir Sidney. The Admiral certainly enjoyed his embarrassment, and was highly amused at the trepidation and alarm which the old Turk exhibited, and in vain endeavoured to conceal by an appearance of cheerfulness and vivacity so awkwardly assumed, that even his own followers were quite surprised at his strange grimaces ; the obstinate resistance the muscles of his face offered to anything like the smiles they were called upon to make, and his fruitless attempts to force them to relax, were perfectly frightful, and provoked the laughter of the whole assembly, very much to his astonishment, but not at all to his further confusion ; on the contrary, as he was unconscious of being the cause of the mirth he witnessed, he began to feel more assured by this display of good-humour, taking it for granted that such a man as Sir Sidney would not consider it a laughing matter to deprive him of his head ; and on looking up he was convinced he was right in his conjecture ; for not the slightest indication of resentment or displeasure was to be seen in the Admiral's countenance as he turned his eyes upon the poor Pasha with an expression which the Turk well understood, speaking words of peace and good-will to him, and entirely removing any doubts and fears he might still have been harassed with concerning his personal safety. In a few days afterwards Sir Sidney made him Governor of Cyprus.

Our conversation turning upon the exploits of Richard in the Holy Land, and on Jerusalem and the Holy Sepulchre, Sir Sidney, amongst other papers, took from his secretary a most interesting manuscript, of which the following is a translation in French, that he was so good as to give me :—

“ Traduction du texte original Arabe, de la Capitulation accordée par le Caliph Omar, successeur de Mahomet, aux Chrétiens de Jérusalem et dépendances lors de la conquête, l'année 15 de l'Hégire.

“ Au nom de Dieu clément et miséricordieux, dont nous demandons la protection :

“ Louange à Dieu, qui nous a élevés par l'Islamisme, et nous a honorés dans la croyance, et a eu pitié de nous, en nous envoyant son Prophète Mahomet. Que la paix et la bénédiction de Dieu soit avec lui, qui purifia nos cœurs, et nous accorda la victoire sur nos ennemis, la possession de tant de pays, et nous inspira l'amour pour nos frères. Louez Dieu ! serviteurs de Dieu, pour cette grâce d'une miséricorde infinie.

“ Voici l'écrit d'Omar, fils de *Khattab*, qui fut donné comme pacte et convention au Patriarche Sophronius,\* révérend par tout son peuple, patriarche de la secte royal orthodoxe Chrétienne, sur la montagne des Oliviers, au siège de *Jerusalem*.

“ Cette Convention comprend les sujets, le clergé, les moines, et les religieuses, et leur accorde la sûreté dans quelque lieu qu'ils se trouvent.

“ Nous, vrais, croyans, et nos successeurs devons garantir la sûreté du sujet Chrétien, s'il remplit ses devoirs de sujet. Cette Convention

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\* Zephiriâna.

ne sera rompue que par leur faute, dans le cas qu'ils veuillent se soustraire à l'obéissance et à la soumission.

" Que la sûreté soit également accordée à leur églises et campagnes, aux lieux de leur pèlerinage, tant au dedans qu'au dehors à l'église. *El Keyamé* (Saint Sépulcre), au lieux de la naissance de *Jésus* à *Bethléem* à la grande église de la Caverne, qui a trois portes des côtés du sud, du nord, et de l'ouest, et de même aux autres Chrétiens qui se trouvent dans ces lieux-là, savoir : *Gorgiens*, *Abyssiniens*, et à ceux qui viendront pour visiter, comme *Européens*, *Coptes*, *Syriens*, *Arméniens*, *Nestoriens*, et *Jacobites*, et à ceux qui appartiennent au sus-dit Patriarché. Ils méritent tous ces égards, parcequ'ils furent déjà autrefois honorés par le Prophète d'un document muni de son sceau, par lequel il nous exhorte à les ménager et à leur accorder la sûreté. A cause de quoi, nous, vrais, croyans, sommes disposés à la bienveillance envers eux, pour honorer celui qui leur témoigna sa bienveillance : Ils doivent être relevés de l'impôt de capitation et de celui de tous les péages dans tous les pays, et sur toutes les mers de Musulmans. A leur entrée à *El Keyamé* (Saint Sépulcre), et pendant le reste de leur pèlerinage, on ne doit rien percevoir d'eux. Les Chrétiens qui visitent le Saint Sépulcre doivent déposer pour le Patriarche une dragme d'argent. "

" Et tout croyant et croyante doit suivre cette loi, Sultans et Gouverneurs non exceptés, et s'y soumettre. Donné en présence de tous les disciples et amis respectés du Prophète, riches et pauvres.

(Signée)

" ABD-ALLAH,

" OSMAR-EBU-AFAU,

" SAAD-EREN-LUI,

" ABD ERRAHMAN-EBU-AUF.

" Louange à Dieu et à notre Prophète avec ses amis, et graces à Dieu, Maître des Mondes. La présente Ordonnance doit être gardée depuis ce jour jusqu'au jour du Jugement, et celui qui ne la gardera pas, notre Prophète sera son adversaire."

[To be continued.]

#### CORNEELIS, — CANTO III.

##### THE PURSUIT.

When the hot fight at last is won,  
And hostile squadrons break and run,  
Though for the dead around that lie  
A transient sorrow heaves a sigh,  
That tribute paid, his vain regrets  
The victor in his joy forgets.  
Such joys now filled each Briton's breast.  
And in his features glowed;  
As on the routed foe he pressed  
Along the southern road.

Our leader seeks the captured fort;—  
If such it were, that seemed in sport  
For childish warfare made;  
(Twas raised of yore to keep at bay  
The inroad of the rude Malay,  
And guard the sons of trade.)

Loud mirth and merriment were there :  
 Th' exulting victors did not spare  
 In generous wine, so hardly earned,  
 To quench the thirst that in them burned :  
 And many a jest and tale went round,  
 Of daring deed, or near-scaped wound.  
 Soon as their gallant chief they spied,  
 The brimming flask was quick supplied :  
 With courteous speech and thankful look,—  
 (Not his the heart with cold disdain  
 To give his gallant comrades pain,)  
 At once the proffered boon he took ;  
 " Health to our gracious King ! " he cries ;  
 " And may his routed enemies  
 See many a morn like this arise,  
 Mark'd by their foul defeat ! "  
 No pledge like that was ever dry :  
 The liquid topaz\* sparkles high ;  
 " Health to the King ! " exultingly—  
 Voices and hearts repeat.  
 Yet think not revel rout ensued ;  
 Stern duty still the snare withstood :  
 The heroes, provident as brave,  
 Whole casks of tempting liquor stave ;  
 The fuming spirit rolls amain,  
 And spends its poison on the plain.  
 Hark ! for not yet the fight is o'er ;  
 Hark to the cannon's frequent roar,  
 Resounding on the right ;  
 Pillars of dingy smoke arise,  
 And dim awhile the azure skies ;  
 At times the roll of musketry  
 Points where the routed legions fly  
 And harasses their flight.  
 Ere to the storm our vaward host  
 Their silent march began,  
 From Tannabong, a fearward post,  
 Brave Yule a small but gallant train,  
 By distant paths, their rear to gain,  
 O'er hill and vale by night had led,  
 With well-concerted plan ;  
 And, ere the enemy had fled,  
 His rapid cannon thundered near†  
 The Campong b'idge upon their rear.  
 Now, sword in hand, his cavalry  
 Prepare the dangerous pass to try.  
 Sooth, 'twere a daring deed :  
 Swift as the vivid lightning's flash,  
 Ere to the work of death they dash,  
 As tramp and neigh their march proclaim,  
 The bridge is wrapped in towering flame,  
 And checks their fruitless speed.  
 Then 'gan the foe's artillery‡  
 Hot on the blazing pile to ply.

\* If claret, or red wine, is liquid ruby, why should not Madeira, which this was, be liquid topaz ?

† A troop of his Majesty's 22nd Dragoons, under Captain Dawes.

‡ Some heavy guns in No. 8 Redoubt, commanding the bridge, which made great havoc in the house opposite. The wall of the billiard-room was covered with marks of grape.

Through flowery bed and alley gay  
 The grape destructive ploughed its way,  
 Through verdant shrubs and trees;  
 The splendid mansion felt its force;  
 The shot, in its relentless course,  
 Whizzed through the gaily painted hall,  
 Designed, I ween, for other ball,  
 For other notes than these.  
 Though fails brave Vule to cross the stream,  
 Barred by the flaming pile:  
 Yet not in vain his march, I deem,  
 Not vain his zealous toil.  
 His cannon from a sheltering mound\*  
 Sweep all Corneelis rearward ground;  
 And, as the foe in full retreat  
 Thick at the southern barrier meet,  
 The grape pours down the sloping bank,  
 And sorely galls their crowded flank.

Our veteran chief, whose wary eye  
 Saw from the foremost battery  
 The earliest musket's flash,  
 Soon as a footing firm was gained,  
 With all his force the war sustained.  
 The foot with ladders quick applied,  
 Surmount the fosses yawning wide.  
 The pioneers their labours ply  
 To shelve the banks for cavalry:—  
 'Tis done; and on they dash.  
 Scabbard clashing, war horse prancing,  
 Sabre in the sun-beam glancing,  
 High the white horse banner waving,  
 Aye the storm of battle braving,—  
 Oh! it were worth a kingly crown,  
 To lead that squadron to renown †  
 With glowing wheels the while rushed by  
 Brave Noble's swift artillery ‡  
 The deadly engines whirl along  
 O'er rugged ground, through battle throng,  
 Where o'er opposing rock or mound  
 On high the jarring axles bound,  
 And oft the trembling limbers fly  
 O'er corse of slaughtered enemy.  
 Yet vain their speed, their leader's haste!—  
 Too far before the horse have past,  
 And zealous Noble must forego  
 A parting salvo at the foe,  
 But still his gunners' aim they rue,  
 When thick his whizzing grape-shot flew,  
 And scoured the Struyswick road:§  
 When fifty steps, a stripling's stride,  
 Did blazing gun from gun divide:

\* Three guns of the Madras Horse Artillery.

† Detachment of his Majesty's 22nd Dragoons, commanded by Major Travers.

‡ Captain Noble, commanding Madras Horse Artillery.

§ In the attack on the 10th.

Though told the hostile fire too well,  
 Since in the contest Driffield fell,\*  
 Our Noble paid, with prompt reply,  
 The debt of fatal courtesy,  
 And shot for shot bestowed.

The various bands of toil-worn Foot,  
 Now lagging in the swift pursuit,  
 With joy the Horse beheld;†

Loud cheers salute them, as they fly  
 Each regiment or party by;  
 The gallant seamen at the sight  
 Huzza aloud in wild delight,

And burn to join the field.  
 Ill could Gillespie bear to see  
 Each squadron pass him rapidly;  
 No horse for him to lead:

Yet, "forward quick, Dragoons," he said;  
 "Forward, my lads," and hung his head;  
 Cursed in his heart the tardy steed,‡  
 Whose stature and inferior speed  
 Forbade him, in the final strife,  
 For fame once more to stake his life  
 When sudden turning,—as the last  
 Of those gay glancing plumes was past,  
 And sad he heard the murmurs die  
 Of our advancing cavalry,—  
 "My horse, my horse, by Heavens," he cried;  
 The gallant steed was at his side,  
 A friend in time of need.

"Once more to head the charge is mine;"  
 Swift as the rocket skims the line,  
 Flew the exulting steed.

Along the ranks loud plaudits rang,  
 As to the front Gillespie sprang,  
 Ere yet they reached the foe;

Gleamed in his grasp the Arab's blade,§  
 Of choice Damascus fabric made,  
 And keen for mortal blow.

See, the retiring bands appear:  
 They halt, and close the straggling rear,  
 And threat resistance stout:

Their cannon, too, on either hand,  
 To guard the road unlimbered stand;—  
 What, though they bring some riders down?  
 This charge the morning's work shall crown,  
 And seal their final rout!

A halt;—a pause;—with whirlwind's force  
 Then onward rush our eager Horse.  
 The vollied thunder of the foe

Here, gallant Hutchins, lays thee low;§  
 Close to thy noble chieftain's side,  
 The shot pours forth thy vital tide!

\* Lieutenant Driffield received a musket shot in the head, which proved mortal.

† A poney he had ridden till the attack began, and now mounted again.

‡ A sword Colonel Gillespie procured from an Arab Chief in his journey over-land.

§ Lieut. Hutchins, H. M. 22nd Dragoons, killed in the charge.

Not unavenged !—thy soldiers brave  
 Rush onward with resistless wave ;  
 Gillespie points their course ;  
 Each sabre bears a crimson stain ;  
 The road's encumbered with the slain ;  
 Resistance ceases, now all vain,  
 And anger checks its force.  
 Now offered sword, or suppliant hand,  
 Or musket thrown away,  
 Repress, at Mercy's mild command,  
 The sword's descending sway.  
 Yet off,—when past the threatened harms,  
 The stealthy foe resumes his arms ;  
 And oft the coward bullets fly,  
 For vengeance, not for victory.  
 Such, Carrol, was the base reward  
 Returned by him thy mercy spared.\*  
 The traitor fled in vain ;  
 For soon thy sabre's biting edge  
 Took from the caitiff ample pledge  
 He'd ne'er sin thus again.

Ride for thy life, brave Janssens, ride :  
 The crests of red are at thy side :  
 Thy wounded comrade's captive made.†  
 At least a soldier's part thou'st played,  
 Though lost the victor's wreath,  
 Another quits his tardy steed ;  
 Concealment best his flight shall speed ;  
 He cowers the stream beneath :  
 Ere evening close, in motley guise,  
 Jumel shall from the deep arise.

Now hangs his head each panting steed ;  
 His sides in vain the rowels bleed :  
 The noble beasts have done their best ;  
 Cease, cease your toil, and let them rest,  
 The ardent chace is o'er :  
 The standard halts ;—a loud huzza  
 Speeds the sad remnant on their way,  
 That cast an anxious look behind,  
 And, 'mid their grief, rejoice to find  
 Their foes pursue no more.  
 Such motley sight was ne'er beheld  
 As now was spread o'er road and field :  
 Here escort, horse, and prisoner throng,  
 In varied groups, the path along ;  
 On some the fillet, tightly bound,  
 Staunches the blood from sabre wound ;  
 Here infantry and riflemen  
 With prying look the captives scan ;  
 Here creaks the heavy baggage wain,

\* Captain Carrol, having passed a man who surrendered, received a shot through the crown of his hat from him ; but paid him for such treacherous conduct as he deserved.

† Mr. Nayhuys, acting Aide-de-Camp to General Janssens, wounded in the arm, and taken by a Dragon.

O'ertaken in the chase :  
 While near another broken lies,  
 And soldiers ransacking the prize  
 With paper, book, and record torn,  
 Before the breeze at random borne,  
 Bestrew its halting place.  
 Deserted steeds with trappings gay  
 Swift scour the road in fright or play ;  
 While sepoy tired or sailor eyes  
 With longing look the flying prize.  
 The buffalo comes furious by  
 From broken carriage freed ;  
 His pike the tar, he knows not why,  
 Opposes to his speed ;  
 Then, trampled in the monster's course,  
 Laments the beast's superior force.  
 The jovial band of seamen brave,\*  
 That rode so late the dashing wave,  
 Now captured steeds bestride ;  
 And on, while Sayer at their head,  
 A mounted chief, his lances led,  
 In merry mood they ride ;  
 And restive horse and frequent fall  
 From right to left loud laughter call,  
 And gall the horseman's pride.  
 Now he who rode with listening ear  
 Quaint speech, and droll remark might hear  
 That happy, for a moment's space,  
 Might deck in smiles the saddest face.  
 So ludicrous and strange :  
 Then, sudden, some sad scene of woe  
 Would wake compassion's keenest throe,  
 And laughter into sorrow's flow  
 With magic touch would change.  
 Such, gentle reader, such is war !  
 Oh, gracious Heaven, avert it far  
 From Albion's favoured Isle !  
 If she must arm, let distant lands  
 Behold the valour of her bands ;  
 But o'er her temples and her towers,  
 Her hoary woods, and verdant bowers,  
 May Peace eternal smile !

It was a heart-inspiring sight,  
 To see the leader of the fight  
 His honoured chieftain meet :  
 Right warmly did the veteran grey,  
 Our old Auchmuty, on that day,  
 His brave Gillespie greet ;  
 As from the foughten field of fame  
 He on his panting Arab came ;  
 Upon his brow a soldier's cap†  
 Thrown carelessly by casual hap ;  
 While in his bridle hand his blade,  
 Bent in the strife, aslant was laid.

\* The sailors, who had all caught horses, and were armed with pikes, made a respectable body of lancers.

† A foraging cap of some soldier, his hat having been lost in the pursuit.

With proud and grateful glow  
 The soldier took the soldier's meet;  
 "Praise from the praised is fame indeed!"  
 And offered tribute of a steed,  
   Just captured from the foe;  
 The steed that on this fatal morn  
 Brave Janssens to the field had borne.  
 Nor was from valiant Gibbs withheld  
   An ample share of fame;  
 How near the chances of the field  
 For him in fiery death had sealed  
   A never-dying name!  
 So well the exploding battery  
 Had changed his garments' scarlet dye,  
 It seemed as if the hero wore  
   The sable weeds of woe,  
 For those brave youths he never more  
   Shall lead against the foe.\*

Vain were the effort to rehearse  
 All who deserved their comrade's verse  
   On this auspicious day;  
 Each nobly played a Briton's part;  
 Each, had their bard a Homer's art,  
   Should shine in Homer's lay.  
 But, ere I leave this task of mine,  
 One laurel wreath I yet must twine,  
   With glad and grateful hand:—  
 Sooth, to a soldier's lyre 'twere shame,  
 To pass unsung his honoured name,  
   Whose counsel and command  
 Through untracked seas, whose waters roll  
 O'er hidden quicksand, rock, and shoal,  
   Our path to conquest planned.  
 Not his the task on battle plain  
 To guide the steed through heaps of slain,  
   The weighty sword to wield;  
 But England needs not I should tell  
 Health, life, for her are risked as well†  
   In council as in field.  
 Rude praise, poor tribute this from me;—  
 A worthier guerdon his shall be,  
 When Prince and Senate both shall own,‡  
 That they, in Britain's ancient crown,  
 Three new-wrought gems of stainless glow  
 To Minto's placid firmness owe.§

\* Colonel Gibbs and Captain Blakiston (Aides-de-camp to His Excellency Sir Samuel Auchmuty) were both blown some distance by the explosion in No. 2 redoubt in which they then were.

† Any one who voluntarily exposed himself to the climate of Batavia, with the character it then bore, may, I think, justly be said to have risked life.

‡ Thanks of the Houses of Parliament.

§ Alluding to his Lordship's motto, "Suaviter et fortiter."



## HISTORY OF STEAM NAVIGATION.

HAVING, in our Number for December, traced the progress of steam navigation from its first introduction by Jonathan Hulls of London, in 1736, to the establishment of Channel steamers, about 1822, it now remains briefly to consider the principal lines of route actually established or proposed for the application of steam-vessels to foreign commerce.

The entire of the coasting trade, and much of the European commerce of the United Kingdom, having been transferred to vessels navigated by steam, the commercial world began to inquire whether a mode of navigation, so beneficially adopted in the narrow waters, might not, with equal benefit, be extended to our foreign commerce.

In the year 1823 the subject of a steam communication between England and India was brought under the notice of the Government in that country. There was a public meeting on the subject, held at Calcutta, the result of which was the formation of a committee, and the opening of subscriptions, to which was added a sum of about 2,500*l.* by the local government.

The view taken of the subject by that meeting was extremely comprehensive, and the merits of every route deemed practicable for a steam communication between India and the mother country fully considered. The line of the Mediterranean and Red Sea—that by the Euphrates and Persian Gulf—as well as by the Cape of Good Hope,—the internal navigation of India, and the establishment of sea-going steamers in the Indian seas.

The first communication which took place between this country and the East, by steam, was effected by a vessel called the “Enterprize,” of 470 tons burden, having engines of the collective power of 120 horses. She was commanded by Lieutenant Johnson, R.N., and sailed from Falmouth on the 16th August, 1825, and arrived in Diamond Harbour, in Bengal, on the 7th of the following December, being a distance of 13,700 miles, in 113 days; out of which she was sixty-four days under steam, thirty-nine under sail, and the remainder at anchor. It is true that nothing very extraordinary was effected in this voyage of the Enterprize; nevertheless the results must be considered as very encouraging, when it is considered that neither the vessel nor engines were more than one-third the requisite size, that the depôts of coal were improperly placed, and the experiment the first which had been attempted.

The Enterprize was built by an association of gentlemen, and after she had reached India, was sold to the Government of Bengal for 40,000*l.*, which, together with passage money, nearly paid the first cost. She was immediately employed in the Burmese war, with the utmost advantage, and on the occasion of the treaty of Malown she saved to the Government six lacs of rupees, by reaching Calcutta in sufficient time to prevent the march of the troops from the upper provinces. Two other steamers were employed in the Irrawadda river, above Rangoon, and greatly facilitated the operations against the enemy.

One of the first acts of Lord William Bentinck, on his arrival in India as Governor-General, was to provide, as far as practicable, for the interior navigation of India by steam, and a very elaborate report on the subject was prepared by Mr. Princep. A passage from Calcutta to Allahabad, a distance of 800 miles, was performed in twenty days, whereas by sailing it would have occupied three months. The two steam-vessels employed were the Hooghly and Berhampoota; by them was conveyed treasure, troops, military and medical stores, &c., &c. The annual cost to the Government on these accounts was 40,000*l.*, which was found amply sufficient to meet the charge of the steamers. These vessels were to be replaced by iron

steamers, built by Maudesley, and sent out in pieces. They had been found admirably calculated for the purpose, being much cooler, perfectly free from smell, and also vermin. They were formed to draw only two feet water, as adapting them to the navigation of the Indian rivers. Eight iron vessels have been sent out, four of them being tug-vessels, the others for passengers. They were 125 feet long, with two engines of thirty horse power each; and from the adoption of which the greatest advantages were justly to be anticipated.

While these events were in progress in India, the capitalists of the United Kingdom, and those of America, were by no means unconcerned spectators. The Robert Fulton, an American steam-vessel, had, from about the year 1820, regularly made the passage (of fifteen days) between New York, the Havannah, and New Orleans; and afterwards the passage of the ocean was effected by another American steamer, called the Savannah, from New York to Liverpool, and from thence to Russia. The success of these and other experiments on ocean steaming, convinced mercantile men of the practicability of such a mode of transit, and tended very much to promote the formation of an important steam navigation company, about the year 1824, in which many eminent individuals, including merchants, engineers, and men of science generally, took a prominent part. The object of the company, in the first instance, was to establish a communication between one of the harbours on the west coast of Ireland and New York, but on reflection they were induced to transfer their terminus, on the American side, from a port in the United States to one in our own colonies—Halifax, Nova Scotia; and, notwithstanding our object in this paper is rather to relate, historically, the steps which have actually been taken with the view to the extension of steam navigation, than to offer any opinion as to the eligibility of the different lines proposed, still the recent revolt in the Canadian provinces obliges us to pause somewhat on this project, and to consider what advantages its adoption would have conferred on the mother country, and her North American and West Indian possessions. We will, therefore, lay before the reader some of the views which actuated the above company, abridged from the evidence taken before the Commissioners of Revenue Inquiry, referring to the western harbours, Ireland (1829)—leaving the reader to form his own conclusions.

In arranging the plan, several Americans, well acquainted with steam navigation, were consulted, who all concurred that it might be made applicable to the passage of the ocean, among the rest Mr. Rush, the American Minister at that time. He had no doubt of the subject, and considered the case of the Robert Fulton, before mentioned, as a worse passage than that between New York and Ireland. But in the course of their investigations, it was discovered that the British Colonies were dependent on the United States for almost the entire of their communication, whether of passage or of letters; and on pursuing the subject, the conductors of the project were surprised at the very inefficient manner in which the Post-office communication with our own colonies was conducted. Down to a late period, the mail was conveyed to Nova Scotia by the West Indies. All the colonists and merchants trading to the colonies were loud in their complaints on the subject; and especially persons holding high official situations in these colonies expressed their regret at the kind of dependence on a foreign state in which they were placed, in their official intercourse on the most important subjects. So long as the object of the company was to maintain a direct communication with New York, the Americans entered into the subject with avidity, and held out expectation of co-operation and support at New York, and expressed their wishes to avail themselves of such a passage, considering that the greatest danger and delay of the passage was between Liverpool and the West of Ireland. But from the time the company evinced a disposition to combine in the plan a direct communication with our own colonies, the subjects of the United States withdrew from all co-operation;

and Liverpool adopted the same sentiments, and endeavoured to counteract the plan. Some of the colonial authorities, who were in England at the time, threw considerable light on the subject, and stated that the most rapid official communication, even with our Government, was carried on through New York. In short, it appears the further the inquiries of the company were pursued, the more they were convinced not only of the practicability of the project, but of its great national and colonial importance. Such a communication would have the effect of connecting the provinces of North America more closely and intimately together, and of drawing them nearer to the parent state; and with respect to the effect of such a measure on the colonies themselves, it would necessarily lead to others of the greatest consequence, such as establishing a convenient land route to Canada, and also to improve and shorten the water communication of the country by the execution of the Bay Verte Canal, to connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence; all of which may be considered measures of first-rate importance in a military as well as in a commercial sense, and which must produce highly beneficial effects in cultivating the natural resources of those provinces, in stimulating the industry of their inhabitants, and in providing plentifully, cheaply, and steadily, for the wants of our West India colonies, from permanent sources in our own possession, and relieving those colonies effectually from any dependence on foreign states for supplies.

The company, through some legal or technical informality in their constitution, having been dissolved, their vessels were sold, and the project suffered to remain in abeyance. Still the conviction among mercantile and nautical men of the advantages and practicability of connecting this country more closely with her colonies by steam navigation continued to increase; and that opinion was further confirmed by the establishment of a line of steam-packets by the Government between Falmouth and the Mediterranean, in the year 1827, which made their passages in all seasons and weathers, at an average rate of  $7\frac{1}{2}$  knots per hour.

Since the year 1823, steam communication between India and England, by the Mediterranean and Red Sea, has been repeatedly brought under the notice of the home authorities by the Local Governments of India; and the question was pressed on their attention by the whole mercantile community, whether resident in England or in the East, so earnestly and unremittingly, that in the year 1834, a Select Committee of the House of Commons was granted to inquire into the practicability of the project, when, after receiving a voluminous mass of evidence from parties of all descriptions connected with the subject, they declared, in their Report, "That steam navigation between Bombay and Suez having in five successive seasons been brought to the test of experiment, it was expedient that measures be immediately taken for the regular establishment of steam communication with India by the Red Sea, the expense of the establishment to be shared equally between the East India Company and His Majesty's Government." That the communication with India by the Persian Gulf and the Euphrates was not brought to the test of experiment, and that it was desirable it should be brought to such a test, and that a grant of 20,000*l.* be made by Parliament for that purpose." Of these suggestions of the Select Committee, the latter alone was acted on at the time by the Government, which service was confided to Captain Chesney, R.A., who was despatched in the month of February, 1835, in command of a small expedition fitted out for the occasion. Captain Chesney was selected for that service in consequence of having previously made some partial surveys of the Euphrates, an account of which was published on his return, from which we will here give a few extracts, as tending to throw additional light on the course and hydrography of that river.

It appears that, towards the end of the year 1831, Captain Chesney, who had been associated with Major Taylor (the Company's Resident at

Bassora) in his mission to Asia Minor, being unable to proceed from illness, was obliged to remain for the recovery of his health at Anna, a considerable town on the south bank of the Euphrates; and having the good fortune to be in favour with the Sheik of the country, and otherwise favourably circumstanced, he deemed the opportunity too valuable to be neglected for obtaining all possible information respecting the navigation of the Euphrates; and being provided by the Sheik with two boatmen well acquainted with the river and the management of a raft, and also a third and confidential person known to most of the tribes, particularly those in submission to the Pacha, Captain Chesney left Anna for Babylon on a raft supported by inflated skins, carrying letters to the different tribes, enjoining them to do everything he might require throughout his journey—adding, that he came from Stamboul, and belonged to the Pacha. Under these promising circumstances, Captain Chesney took his departure, noting the course and different bearings of the river, the strength of the current at different places, taking the depth of the river with a ten foot rod, and filling up the details of the state of the banks in the same manner as on a military reconnaissance.

The plan pursued, it is stated, was liable to error in one particular—the computed distances; but to place a theodolite, with trigonometrical points, on shore, or make use of a false horizon, was out of the question. The depth of water, state of the bottom, and such other details, being the essential objects, they were attended to with such care that if the success be in proportion to the efforts made, they will be found to be obtained and faithfully laid down; showing, also, as a general result, that the Euphrates is open to the navigation of a river steamer, without impediments, as far as Hit, a town about one-third the way from Anna to Babylon—and, with a moderate degree of difficulty, at two places above, as far as Anna—beyond which town she cannot go until two serious obstructions, which occur in the next fifty miles, shall be partially removed by manual labour, so as to widen the passage, now adapted for small boats only, and much too limited for a large steamer.

The scenery above Hit, in itself very picturesque, is greatly heightened by the frequent occurrence, at short intervals, of the ancient irrigating aqueducts, which, owing to the windings of the river, appear in every variety of position. These beautiful specimens of art and durability are attributed by the Arabs to the times of the ignorant—meaning, as is expressly understood, the Persians, when, fire-worshippers, and in possession of this part of the world.

But what concerns the subject of this memoir, is the existence of a parapet wall, or stone rampart, in the river, just above the several aqueducts. In general, there is one of the former attached to each of the latter, and almost invariably between two mills on the opposite banks. One of these crosses the stream from side to side, with the exception of a passage left in the centre for boats to pass up and down. The object of these subaqueous walls (mistook by Alexander the Great for means of defence against his invincible legions) would appear to be, exclusively, to raise the water sufficiently at low seasons to give impetus, as well as a more abundant supply, to the wheels; and their effect at these times is to create a fall in every part of the width, save the opening left for commerce, through which the water rushes with a moderately irregular force. These dams were probably from four to eight feet high originally, but they are now frequently a bank of stones disturbing the evenness of the current, but always affording a sufficient passage for large boats at low seasons, and ceasing to be very perceptible (except by the broken surface) after the water is swollen. The last of these barriers is passed ten miles below Hit.

After enumerating and describing the different obstructions which occur in the channel of the Euphrates, in the course of 170 miles above Anna,

Colonel Chesney thus sums up these difficulties:—"From the preceding details it will appear, that the bed of the Euphrates is very rocky from below Ragga to Anna, but that the large-sized boats, carrying fourteen or fifteen feet breadth of beam, and that all the way to the floor, are enabled to pass the different obstructions at all times of the year, by lightening less or more; and that the least depth over the rocks is two feet or twenty-two inches, the ordinary depth of the river where rocks and shoals do not exist being from six to nine feet."

The latter expedition to explore the Euphrates, under the same distinguished officer, with the view of determining how far that river might be eligible for a steam communication between the Mediterranean and the Persian Gulf, sailed from Liverpool on the 2nd of February, 1835. The result of that expedition, together with a variety of, highly-interesting details connected with its proceedings, are already before the public; and the united testimony of all engaged amounts to this:—That, in order to render the navigation of the Euphrates practicable as a line of steam communication, one of three courses must be adopted, viz.—first, either a transshipment into very small steamers to effect the navigation of the intricate channels of the Lemloen Marshes—or, [that the vessels from India shall ascend the Tigris and join the Euphrates by a canal to be cut between the two rivers, issuing into the latter above the Lemloen Marshes—or, in the third place, that a canal be cut through the Lemloen Marshes themselves.

The arguments used by the advocates of the line by the Red Sea, in preferring that route to the former, contend, that to render a steam communication with India available, it ought necessarily to extend not only to Bombay but to Point de Galle, Madras, and Calcutta, and therefore the entrance of the Red Sea, lying about 800 miles to the southward of the Persian Gulf, its position is much more convenient for such an extended communication, that the sea-going steamers could at all times go at once up to Suez at the head of the Red Sea, and that, the passage of the isthmus can be effected with the utmost safety and facility; and as a further inducement to establish that line as a permanent route, it has been clearly ascertained, that the bed of the ancient canal, by which formerly the waters of the Red Sea were connected with those of the Mediterranean, is still in a state of, comparatively, great preservation, and that the level of the former sea is considerably higher than that of the latter; and, lastly, it has been found, from the recent survey of the Red Sea effected by the Bombay Marine, that its navigation is perfectly open and free from danger.

Without offering any opinion as to which line of route possesses the greatest advantages, there can be no doubt of the necessity of connecting our eastern possessions more closely with the mother country, by steam communication: this has been long and extensively felt, and continues to increase, among all ranks both in England and India; but as neither the Government nor the East India Company appeared inclined to take the project in hand, a company, or an association for that purpose, was formed in London, consisting of some of the leading merchants and other influential persons connected with the East. The provisional committee held their first meeting on the 19th of May, 1836, and in the prosecution of their inquiries it was found, that this country was not only without any regular communication with India, but labouring under the greatest inconvenience from the communication that had been established, as from its great irregularity it was more injurious to commerce than the old system, abundantly testified, as subsequently proved by the fact, that the mails for the months of July, August, September, October, November, and December, 1836, and that of the month of January, 1837, were all detained at one time in Egypt, in consequence of no proper arrangement having been made to transmit them from Suez. The arrangements on the Indian side of the isthmus were

equally defective, and an ill-adapted vessel, called the *Hugh Landsay*, built to carry five and a half day's coal, capable of performing at her greatest speed only seven miles an hour, had been employed, by which letters had been received, at Bombay in forty-four days, at Madras in fifty-three, and at Calcutta in fifty-four. With a view to remedy such glaring evils, the committee continued their sittings weekly for a period of seventeen months, and in the course of their labours, having obtained the expressed and written opinions of the East India and China Association, the leading merchants of the city of London, and also the approbation of the Commercial Chambers of Bristol, Dublin, Glasgow, Leith, Liverpool, Manchester, and Paisley, the committee deemed it a very important part of their duty to secure the sanction and support of his Majesty's Government and of the East India Company, with this view an application was made to the President of the Board of Control, on the 25th June, 1836, that he would receive a deputation of the committee; but a written statement of their wishes being required, the committee, on the 28th, briefly, by letter, represented their object to be the establishment of a monthly communication between England and India, by the Red Sea, and requested the sanction and co-operation of his Majesty's Government to the measure. The project was favourably received by the President of the Board of Control, and shortly afterwards distinct proposals for carrying on the undertaking were sent to the Lords of the Treasury, the East India Company, and the Board of Control. In the August following the Committee were informed, through Sir John Hobhouse, that previously to any precise answer being returned to their proposals, it was indispensable that "the King's Government and the Court of Directors should be made aware of the exact terms upon which the company intended to undertake the project in question, and be made acquainted with the parties who were *bonâ fide* members of the company."

In consequence of which the committee, in a short time, forwarded to the proper quarter a list of subscriptions, to the amount of 85,000*l.*, containing the names of some of the most influential merchants of London, the whole of which, by a special agreement, the parties agreed to pay up in full at once, thus distinguishing this important association from the numerous speculations of the day.

The measure, by the above means, having been fully brought before and urged upon the Government and East India Company, those authorities agreed themselves to carry it into effect. The latter Board, on the 1st of February, 1837, addressed a letter to his Majesty's Government on the proposed plan of the provisional committee being laid before them, stating their opinion that the measure ought to be established and maintained jointly by the Government and East India Company; to which opinion the assent of the Lords of the Treasury was given in May last.

The object for which this company had been associated being thus in a great measure attained, the committee felt the time had arrived for the termination of their labours.

There have been two important steam navigation companies formed for the purpose of communicating with New York—one in London, and the other at Bristol. Each company has built a very fine and powerful steamer; the *Victoria* in London, and the *Great Western* at the latter port. The former vessel is somewhat the larger, but both of them are calculated to carry, at least, 1800 tons. There is another very large steamer which has been built at Liverpool, by Sir John Tobin, whose destination, we believe, is not yet known.

We are glad to observe the progressive increase of size which has obtained in the building of steam-vessels, for it is only vessels of great size and corresponding power that can ever be employed advantageously in foreign commerce.

## FOREIGN MISCELLANY.

## FRANCE.

A FRENCH writer has given the following comparative estimate of the Navies of France and England. France has 51 sail of the line—63 frigates, 108 corvettes, schooners, brigs, &c.; and 94 cutters, gun-boats, and other one-masted vessels, together with 31 steam-boats; from which it appears that the Royal Navy of France possesses 347 vessels of all descriptions. The Navy of Great Britain, on the other hand, is composed of 528 vessels; viz., 123 sail of the line, 122 frigates, 165 sloops, brigs, &c., 94 cutters, gun-boats, bomb-vessels, &c., and 26 steam-boats. The number of Captains of ships of the line in France is 80, but in England, where they are denominated Post-Captains, it is 750; the remaining Captains are in France 150, and in England 823. In France the Lieutenants of the first class amount to 150, but in England to 2994. The same writer adds, that the Minister of the French Marine has directed a considerable addition to be made to the officers of the fleet of all classes, and that his plan is to keep 136 vessels of war of all descriptions in active service in times of peace, besides a reserve of 9 ships of the line and 9 frigates, and a proportionable number of vessels of the inferior class. In time of war he proposes to strengthen this peace-establishment with 36 sail of the line and 36 frigates, or more if it should be found expedient.

## HANOVER.

## THE ARMY.

The King devotes particular attention to military affairs; and the fresh organization of the army, which has been wholly devised by his Majesty, is almost entirely arranged. The infantry is, for the present, at least, to retain its uniform of red cloth, and its subdivision into brigades and divisions; the brigade being composed of two divisions under the command of a Major-General, and the division of two brigades, under that of a Lieutenant-General. This force will not, however, consist of sixteen battalions each, and each battalion of five companies, as heretofore, but be divided into twenty battalions of four companies each, though the number of men will not be increased. The composition of the infantry will be as follows:—Eight regiments, including the Guards and Life Guards, of two battalions each, and four battalions of Light Infantry, inclusive of the battalion of *Yügers* of the Guard. The regiment of Guards will be strengthened, and the formation of the Life Guards be effected, by draughts from the subsisting battalions of the line. In addition to what we announced in our last Number with regard to the cavalry, the *Hulans* have been dissolved, and the *Cuirassiers* and *Hussars* re-established. The regiment of *Garde de Corps* is to have brass cuirasses and helmets, and the *Cuirassiers* black cuirasses and helmets. The cavalry are in future to be recruited wholly by voluntary enlistment, and the period of service is extended from ten to twelve years. The artillery, which is similarly recruited, will consist of two battalions instead of one. The privates are to enjoy the rank of non-commissioned officers, and their length of service is to be ten years. It is said that the commissions in the cavalry are to be appropriated exclusively to the sons of noblemen. The various changes here contemplated will occasion a considerable increase of expenditure.

## ELECTORATE OF HESSE.

The military system of this country has been most oppressive to the landed interest. A conscript, after thirty years' service, nay, after substituting his son in his stead, was not on either account entitled to his discharge, and it was no uncommon thing for father and son to be serving simultaneously. Every male peasant, upon attaining his fourteenth year, was compelled to take oath to serve; and even though he might not be,

actually called under arms, yet, if he could not succeed in procuring a formal discharge, remained until past the meridian of life under a species of guardianship. He was incapable of either selling or mortgaging his land, or adding to it by purchase, without permission from the commander of the regiment to which he was attached, who had seldom any knowledge of the subject, and was too often arbitrary or unjust in his decision. In cases where the peasant was so fortunate as to obtain permission to marry, as a mark of special favour, he was liable to be called away on any day of the week which might occur, and torn for weeks and months together from his regular occupation and the bosom of his family. This tyrannical system enabled Hesse-Cassel, it is true, to call out 24,000 men on any day in the week; but what a wretched compensation was this for the individual suffering and social sacrifices which it occasioned! During the last seven years—the first seven during which Hesse-Cassel has enjoyed the benefit of a representative form of Government—this, among other grievances, has been abrogated, and the Hessian is now released from liability to active service at the age of twenty-five, by which means he is restored to society, and becomes a productive member of it in the prime of life.

## RUSSIA. .

### THE CIRCASSIANS.

North of the Black Bette, the westernmost arm of the Caucasian mountains, and starting eastwards from the shores of the Black Sea, the first territory we traverse is that of the Circassians, which extends to Mount Elborus, from  $36^{\circ} 33'$  to  $42^{\circ} 30'$  east longitude. The chain of the Caucasus separates it in the south and south-west from Mingrelia and Great Abchasia. The people of the latter, however, are reckoned as identified with the Circassians, but the Mingrelians are of Georgian extraction. The Circassians, who occupy the northern declivities of the Caucasus, and have so successfully resisted the Russian troops, are divided into the following clans or tribes, in designating which we have followed the Russian orthography, as their names are likely to occur in the official dispatches of the imperial commanders:—1. The Natuchays, who occupy the lands running in the direction of the Black Sea, and along both banks of the Atakum to its confluence with the Kuban; the Guays and Ubyches, who are settled in the liman of the Kuban, and still more to the south in the direction of Abchasia, are akin with the Natuchays. 2. The Shegaks, located in the environs of Fort Anapa, on the western shore of Circassia Proper. 3. The Shapsugs, between the Atakum and Aphibs or Karakuban, close upon the Caucasus. 4. The Shans, who live on the right bank of the Atakum as far as the Karakuban. Closer to the Kuban are, 5, the Gatukays, who are part of the same tribe as the Shans. 6. The Bseduks, between the Aphibs and Shagdusa; and south of these, on higher ground, 7, the Abedseks, one of the most powerful tribes of Circassia. 8. The Tshermigoy, tenanted both banks of the Shagdasha. 9. The Mochoshes, on either side of the Laba. And, 10, The Besslineys, who dwell between the Lesser Laba and the Chots, both of which fall into the Laba. The space between the Laba and the Upper Kuban is inhabited by two Nogay tribes; the Nauros, who are subject to the Mochoshes, and are settled on the territory between the mouth of the Laba and that of the Urup, and the Mansurs, who are subject to the Besslineys, and occupy the lands along the banks of the Upper Kuban. Kilapoth reckons the Kabardins among the Circassians, as they are indisputably of the same blood. They are the most formidable of all the people of the Caucasus, and inhabit the line of country between  $42^{\circ} 30'$  and  $44^{\circ} 20'$  east longitude, from Mount Elborus eastwards beyond Fort Veadicauus to the banks of the Sumdai. They are divided into three tribes, the Atashuks, Muscousts, and Dehambulats, the latter being the stock from whom all the Circassian princes now residing on the Russian territory, namely, the Aleukofs and Bekovitchs, are descended.



## GREECE.

The first experiment in steamboat-building made in this country has fully succeeded. The "Maximilian" steamer, manned by a crew of twenty-five Greeks, under the command of an officer of the Greek navy, has been employed ever since the month of August in regular voyages between the Piræus and the Cyclades, particularly Syra, performing the trip in twelve or fourteen hours. The vessel was constructed in a Greek yard, by Greek shipwrights and mechanics exclusively, and she is found equal in every respect to the Levant, an English steamer, which navigated the Mediterranean and Archipelago last year.

## ALGIERS.—(Continued.)

## AUXILIARY CORPS.

The formation of a new "Foreign Legion" was authorized by a royal ordinance in December, 1836. The uniform and equipments are the same as those of the regiments of the line, with this one exception, that the collars of the coats are faced with dark blue instead of red. The buttons bear a star, encircled with the words "*Legion Etrangère*." The arrival of these "rascals" was looked forward to in Algiers with the utmost dismay. At the period of an earlier visit to these quarters, in 1835, I was myself a witness of the delight with which all Algiers, natives as well as strangers, hailed the embarkation of the old Legion on board the French ships; none were more rejoiced than the French soldiery themselves at turning these fellows over to the Spaniards. But the new Legion would appear to glory in taking a much higher post than their predecessors in public notoriety. There were at least some decent elements in the old one; such, for instance, as the veterans of the Hohenlohe and Swiss regiments; men addicted, it is true, to drinking, gambling, and the like, but accustomed to rigid discipline, and exemplary soldiers when under arms. Neither did they disgrace themselves by deserting or making away with their outfits; in fact, they deterred numbers of their less tender-conscienced comrades from misconduct by the mere influence of their example. The new Legion is in no one respect to be compared with the old. It consists of a heterogeneous mass of foreign runaways and criminals, intermixed with a knot of striplings of seventeen or eighteen, who have made their escape from the trammels of school and followed the impetus of their romantic feelings, which have led them to believe a soldier's life to be a lightsome career of revelry and adventure. But their day's dream has been quickly dispelled under the heat of an African sun, and their adventurous spirit subdued by breaking stones and driving barrows before them. There are many Prussians, mere boys from the banks of the Rhine, among them, condemned to expiate their errors by a three years' exile of toil and privation beneath a parolling sky. Most of them are youths of good family and cultivated minds, now cast into the companionship of vulgar, brutish, and brutal associates, from whom they experience not merely contempt, but scandalous ill-treatment. They are not safe in their very barracks, nor even the buttons on their coats; for it is a common practice for these fellows to strip their comrades' coats of these appendages while they are asleep, and sell them the next morning to some pedlar at a sous (half-penny) per dozen. To such an extent is this carried, that when General Bro was once inspecting them, he found half a company of the Foreign Legion without a single button on their jackets. One of the men, who had made away with his shoes, had smutted his naked feet with blacking in order to escape detection. I have latterly seen as many as a dozen of them publicly degraded in the course of a month, and sent away to hard labour. In fact, this Legion furnishes more recruits to the galleys than all the other corps of the French army put together. There are two battalions of these foreign volunteers, and a third is in course of formation.

## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*Colonel Napier, respecting the 3rd Dragoons on the Guaraná*

Feb 3rd, 1838

MR. EDITOR,—As Captain Jebb persists in the controversy relative to the 3rd Dragoons, it is not for me to shrink. In my last communication, I said Colonel Clowes was at liberty to publish my correspondence with him. Captain Jebb replies that I am at liberty to publish it. I cannot do this, because, having no notion that the matter would *run to print*, I kept no copy of my first letters to Colonel Clowes. It is for him, therefore, to publish, and if he will send to you my original letters (four of them, I think, there are), together with a letter written to him by my brother when I was absent in France, I will send his original letters also to you. Meanwhile, I will give the only two of my own, of which I possess copies. And here I must express my surprise, as Colonel Clowes was the only private correspondent with me upon this subject, that Captain Jebb should now be the public controversialist.

Captain Jebb says, that my first proposal—namely, “to insert in my sixth volume an abstract of Colonel Clowes’s statement, and to expunge the word ‘*immediately*,’—did so far suit the views of Colonel Clowes and his friends, that, had I complied with their wishes for a copy of the proposed abstract, it probably might have given them satisfaction.”

This, Sir, is not a fair way of putting the question, for, if my memory does not entirely fail me (and if it does, Colonel Clowes can publish my letter to prove it), I offered to insert *the whole of Colonel Clowes’s statement*, though, from its length, I requested that he would either make an abstract of it himself, or suffer me to do so. Colonel Clowes, however, desired to have my abstract submitted to him and his friends, before publication—that is, he assumed a right of censorship, and not only as to the matter, but the manner of treating the subject. This I did not choose to submit to; but I again offered to insert *the whole of his statement*, accompanied, however, with counter-statements from other officers. Colonel Clowes, still assuming the right to direct and control me in this affair, desired to see these counter-statements; but I did not think proper to yield, and wrote the following letter, which is the first of which I have preserved a copy —

“ Freshford, near Bath, 27th May, 1837.

“ SIR,—In reply to your letter of yesterday’s date, I must beg to decline sending you copies of the communications I have received upon the subject of the combat at Castillo: those communications were sent to me, in support of the original authority on which my statement was founded. They are very positive, and would certainly be very disagreeable to you to peruse; wherefore, I cannot consent to give you copies, or to make them at all known, unless forced to publish them in defence of the accuracy of my own work. It was in this view that I did, and do again, earnestly press upon your consideration the prudence of not stirring further in the matter; because no slur has been cast upon your regiment, but a doubt would certainly arise if the point becomes one of public contention in print; and you should recollect, that you will appear under the disadvantage of extolling your own exploits—whereas those who oppose you, will appear with the advantage of speaking reluctantly, and as if they could tell more than they really do. I write thus frankly to you, because I am really anxious that you should not be pained; and I trust that you will so

consider it, and pardon me for being so free. If you should, however, persist in bringing on the discussion, I must again say that I am prepared with the most positive authorities.

"I remain, Sir, your's, &c.

"WM. NAPIER."

Colonel Clowes was still unsatisfied; and, as I considered his wishes to be unreasonably pressed, I closed the correspondence, on my own part, by the following letter:—

"Freshford, near Bath, June 2, 1837.

"SIR,—I am sorry that my former communications have produced an effect contrary to what I wished: I must, therefore, decline continuing a correspondence which promises no satisfactory result; and since my first offer, which appears to me perfectly just and fair, has not been accepted, I have only now to remark, that the press is open to all; and if the accuracy of my statement is publicly impugned through that channel, I shall be prepared to support it by publishing my authorities.

"I remain, &c. &c.

"Colonel Clowes, &c. &c."

"WM. NAPIER."

In pursuance of the above intimation, I do now give my authorities, and leave the matter to the judgment of the public. For my own part, I think that Colonel Clowes and Captain Jebb have imprudently forced me into a discussion, which was quite unnecessary, seeing that they and Sir John Eiley are so far from refuting my statement, that they substantially confirm it, since they all agree that the 3rd Dragoons were driven back by infantry—and I said no more.

"*The 14th and the German Hussars were hard pressed, the 3rd Dragoons came up in support, but they were immediately driven back again by the fire of some French infantry.*"—Extract from Napier's History, vol. v., page 154.

Authority I.—Colonel Brotherton to Colonel Napier.

"Cavalry Dépôt, 18th December, 1837.

"MY DEAR NAPIER,—I am surprised to find that the officers of the 3rd Dragoons should take such exception at what you say in your fifth volume as to the part that regiment took in the affair on the Guareña, on the 18th of July, 1812, viz.—that 'they came up in support, but were immediately driven back again by the fire of some French infantry.'

"This seemed to me the most favourable construction that could be put upon the conduct of the 3rd Dragoons on that day, and one at which, I should have thought, the most sensitive 'esprit de corps' need not take umbrage: for there is nothing unusual or unjustifiable in cavalry retiring from under the fire of infantry.

"However, as I believe you rested this statement chiefly on my authority, I think myself called upon to offer a few words in explanation.

"As far as my recollection serves, after the lapse of a quarter of a century, the facts were as follows:—

"On the 18th July, 1812, the day in question, General Victor Alten's brigade, composed of the 14th Dragoons and 1st Hussars, had been engaged the whole morning with a very superior force of the enemy, eighteen or twenty squadrons, supported by artillery; and the brigade were not, therefore, ignorant, as erroneously assumed by Captain Jebb, of the extent of the force they had to contend with.

"The brigade retired across the Guareña stream, followed and pressed by the enemy; and, having formed, attacked him, but was repulsed; owing, however, in my opinion, less to the superior numbers of the enemy, than to the injudicious mode of attack.

"During the very sharp struggle that took place, in which the brigade,

intermixed as it was with such superior numbers, was suffering most severely, the 3rd Dragoons were seen advancing, apparently to our rescue; but when within a few yards distance of the conflict, they stopped short, to our great surprise and disappointment, as we naturally expected that at such a crisis they would have instantly charged to enable us to extricate ourselves and re-form, and we urged them, by gestures and otherwise, to come on to the attack.

"We could attribute this sudden and unaccountable halt to no other visible cause than the desultory fire of some French infantry, which commenced just at this time, and appeared chiefly directed towards where the 3rd Dragoons stood.

"It is now, however, asserted in contradiction to this version of the affair, that it was not this fire of infantry which caused this sudden halt of the 3rd Dragoons, at a moment when their instantaneous advance to the charge became so urgently necessary to enable General Victor Alten's broken brigade to re-form, but that this General himself gave orders to the 3rd not to charge.

"This, indeed, is to me a most strange and new version of the affair, and still more extraordinary seems to me the reason said to have been given by the General for such an unaccountable order, viz., *because* his brigade had not yet rallied!

"I think it must be allowed by every cavalry officer of the least experience in the field, that the only effectual mode of acting, with a support arriving at the scene of action at such a crisis, is to charge instantly, for the very purpose of enabling the broken squadrons to re-form. This, I believe, is a self-evident maxim in cavalry tactics. It is difficult to conceive, therefore, how General Victor Alten, who was a most experienced cavalry officer, could have intended to prevent the 3rd Dragoons from charging under such circumstances.

"The gallant General can no longer speak for himself, but the next best testimony, that of his Brigade-Major at the time, is completely at variance with the supposition that the General ever intended to prevent the 3rd from charging; on the contrary, he asserts that he never knew or heard of any such order, and that his General expressed himself loudly and strongly because they had not immediately charged.

"As Baron Osten, the officer here alluded to, particularly distinguished himself on this occasion by his gallant efforts to rally the brigade, he may be presumed to have retained as clear a recollection of what occurred on the spot as any one can pretend to. For my own part I can only say that I heard the General express himself in a similar way, as well as Colonel Hervey, who commanded the 14th Dragoons; and I will venture to assert that such was the general feeling of the brigade.

"It seems that what is chiefly, if not solely offensive to the officers of the 3rd Dragoons, in your statement, is the expression that the regiment retired *immediately*, and you offered to expunge this obnoxious word in your next edition. But, after all, it can surely not make any material difference, under the circumstances above described, whether it was a few moments more or less that the 3rd Dragoons remained on the field of battle.

"I remain, my dear Napier, yours sincerely,

"T. W. BROTHERTON."

Authority II.—Baron Osten to Colonel Brotherton.

"Limmer's Hotel, Conduit-street, 11th May, 1837.

"MY DEAR BROTHERTON,—I lose not a moment in answering your letter of this day's date, regarding the cavalry affair on the Guareña. In answer to your question—'If the 3rd Dragoons had done that which, in my opinion, they ought to have done to support beaten and dispersed squadrons,' I have no hesitation in saying, that my impression at the time was, that

they ought to have advanced, or to have made a flank movement with part, or the whole of the regiment, instead of being formed up in line and halting: and this I am almost positive was also the opinion of poor old Victor Alten. No order from him to the 3rd Dragoons, 'not to advance or charge,' was ever sent by me as his Brigade-Major, nor did I hear of such an order being sent through any other channel. It is a long period to carry one's recollection back; but of this I am certain (and it was a common subject of conversation at the time), that I heard nothing but expressions of surprise and regret at the 3rd Dragoons not having taken a more active part on the occasion.

"Believe me yours, my dear Brotherton, ever sincerely,

"W. OSTEN.

"To Colonel Brotherton, &c. &c. &c."

Authority III.—Captain M'Carty to Colonel Brotherton.

Hounslow, April 23rd, 1837.

"MY DEAR COLONEL,—I have had the pleasure of receiving your letter of the 21st instant this morning, and to state in reply that I perfectly recollect the affair at Castrejon. The regiment was broken and beat, and retiring before the enemy (an overwhelming force). In the act of doing so, that gallant officer, its commander, Sir Felton Hervey, and myself, were together in rear of the regiment, when he expressed himself to me in the following words:—'We must sacrifice every soul rather than fly before these fellows,' and he instantly gave the command,—'front and form upon us.' The regiment instantly fronted, broken as they were, and closed in upon Sir Felton Hervey and myself indiscriminately. Whilst we were in the act of re-forming the regiment, we perceived the 3rd Dragoons advancing at a distance to our support, but at a very slow pace. Sir Felton, seeing the critical situation we were placed in—not being able to be told off in squadron, before the enemy would again be down upon us—rode to the left flank of the regiment, making signals, and calling out to the 3rd Dragoons to come on to our support: and when that regiment came near, he begged that they would attack, and the 14th would support in a few minutes, as soon as the squadrons were told off. The appearance of the 3rd Dragoons, no doubt, although at a distance from the enemy, had the effect of preventing our being charged again by them, before they came up to our support. It is also full in my recollection the words used by Sir Felton Hervey in the field, almost immediately after the 3rd Dragoons came up, for he was not a person to despond, but he said as follows:—'This morning on taking the field we were fit for any thing—it has been a most unfortunate day for us; we have lost severely—we have been beaten and driven, and have lost Brotherton also; we would have supported differently from the way in which the 3rd supported us.' The impression on my mind was the same as that expressed at the time by that gallant soldier; viz., That the 3rd Dragoons had not advanced to the attack on the enemy in support of the 14th in the gallant manner that they ought to have done. Victor Alten knew too well the advantage of keeping the 3rd Dragoons in view of the enemy, under the circumstances of our situation, than to order that regiment back.

"Yours very faithfully,

"J. M'CARTY."

I have now, Sir, only to observe, that if Colonel Clowes thinks fit to send the remainder of my letters to you for publication, it will be seen how earnestly I endeavoured to avoid this ill-judged controversy.

I remain, Sir, your obedient servant,

W. NAPIER, Colonel.

February 3, 1838.

*Admiral Ricketts, on his claim to priority in the invention of Electrical Telegraphs.*

MR. EDITOR.—It may be in your recollection that some time back, in consequence of an article that appeared in your Journal on the subject of *rockets*, I produced proof from the old Naval Chronicle, that their application to the purpose of forming a communication between stranded ships and the shore had been suggested by me more than twenty years ago; and now, singularly enough, I have to make the same remark on the subject of Electrical Telegraphs—my proposition having been made known to Sir Joseph Banks in 1811, and, in a more detailed form, to the Secretary of the Royal Society in 1813; from proceeding with which I was discouraged by Sir Joseph, the then President, declaring such communication to any distance quite impracticable; my idea being that such a communication during the war with Deal, Portsmouth, and the outports, would be of incalculable advantage to Government, independent of what would result to the commercial interests. Sir Joseph, with whom I had previously corresponded on the subject of waterspouts, (as may, I believe, be seen in the archives of the society,) in no way admitted its practicability; and there the matter dropped, but not before a paragraph had appeared in the *Globe*, (from what authority I could never trace), stating that such an electrical telegraph was to be constructed.

I am not now wishing to deprive either of the gentlemen claiming the above inventions of their just title to distinction and national praise, for what may be their own invention, brought forward with considerable ingenuity and no little expense; for no one knows better than myself that two very distant people may think of the same thing, or is less a stranger to the difficulties every man under such circumstances has to surmount; but I have principally written to show, what at a later period they would certainly have learned, that the principle, at least, is not so original as they might naturally have supposed; and I at the same time avail myself of so favourable an opportunity to announce what may be a very useful discovery, with a view to avoiding the suspicions naturally attached to after claims, if others should make the same discovery, with better health and better means of perfecting and bringing it speedily into operation, and also with the hope of acquiring for it a suitable, if not the highest patronage.

The discovery alluded to is a contrivance of machinery by which balloons, of various shapes and sizes, may with great ease and little human power, be navigated in the air, working to windward in light winds as well as a ship in the ocean, and with the superior advantage, in dead calms, of moving or sailing in any direction with surprising velocity. The principle by which all this is to be effected I hold to be indisputable, but the practicability remains to be proved by proper experiments, and by experiments that require the possession of such a balloon as one man, or more than one, can ascend with; consequently the trials by me must be attended with considerable expense. With a view to get over this difficulty, and to acquire the necessary information respecting the practicability of attaching to balloons the requisite appendages, I last summer wrote to Mr. Green, who had then a balloon, it was said, at Vauxhall, which might, perhaps, have been easily fitted for that purpose, intending, when we met, to make what appeared to me fair and honourable proposals in case of success; but, from some cause or other, perhaps miscarriage, no answer was returned; and then, understanding that Mr. Holland had accompanied him to the Continent, and manifested great ardour in such pursuits, I next addressed a letter to him, merely stating the discovery I had made, and my wish for an interview. But the same ill fate attended this letter, perhaps from the same cause; and the season for such experiments rapidly passed away, leaving me to wait for more favourable times, and to seek

for other assistance. These facts are merely mentioned to account for the delay in bringing a discovery of this nature forward, and by no means to cast the least censure on either of the gentlemen alluded to.

Those who are unacquainted with the generally repulsive conduct of Government, under every administration, when solicited on such subjects, may think an application to Lord Melbourne or Lord John Russell would certainly meet with attention, as, in case of success, a tax would certainly be laid on such travelling vehicles, as well as stage-coaches; founding their expectation of an exception from the general apathy of Governments on the fact, that, for nearly two hundred years, there has not been a Government professing so decided a predilection for novel and grand experiments. But, then, against this is, unfortunately, to be set off the discouraging fact, that for nearly two hundred years there has not been a Government professing so decided a predilection for rigid parsimony. And what is there in the character of Lord Melbourne to counteract this? What leaning has he to such *phantom*-like pursuits; or, rather, is not his invariable leaning to far more substantial gratifications? And then, again, his clever colleague, Lord John, with all his activity, what time has he to spare from courting the embraces and avoiding the *squeezes* of his imperious allies? No, Mr. Editor, it is justly to be feared there is no hope of any *gas* from that quarter; more especially when history may have to record, that, from the want of one thousand more troops, or one thousand more pounds for secret service money in Lower Canada—wants arising from such parsimony—the country was involved in a war the most destructive to her commerce, and the Crown deprived of its noblest colony! What, then, is to be done? Turn, say some, to their *uninstalled* successors! Yes, but if the Duke were installed to-morrow, what does he know or care about the air, or the airy regions, except as they are connected with nitrous explosions? He never, it is said, built or took a castle there in his life—would not give BADAJOZ for a million of them! And would it not be a matter of infinite delicacy to propose to his colleague, the Chancellor of the Exchequer or the First Lord of the Treasury, a regular course of such *bubble*-like experiments? It is true, Sir Robert is thought by some shallow-pated politicians to be at present comparatively disengaged, and, from his love for science, not disinclined to such pursuits; but is it reasonable to suppose a statesman so near installation has not many important preparations to make? and have we not the authority of Mr. Harvey for considering him, even now, the high controller of Government, and the grand corrector of all legislative blunders? On another sort of man we might, indeed, hope to make some impression, by talking of his health, and the value of the learned maxim, in its best sense—

“*Dulce est desipere in loco.*”

But what is to be hoped from one who, after gravely relating his mournful recollections of Romilly, Whitbread, Castlereagh, Canning, and Liverpool, declares his readiness to plunge again into all the intense cares of the statesman, as though it were quite a matter of course that he, too, should toil and die for his country! To talk to such a man, for such a purpose, about inflating air-balloons, is just about as reasonable as to think of pleasing old Atlas\* by promising to inflate and lighten the pressure of his ponderous globe, when the very weight of its empires, thrones, dominions, and principalities has for so many ages constituted his greatest pride and glory! No, Sir, we have certainly nothing to hope there, from any merely personal considerations. But may we not, at a proper time, expect some-

\* The Atlas alluded to, is the *Naval Atlas*, such as the figure-head of the old Atlas of 90 guns, in the American War, bearing on his shoulders a *terraqueous* globe, of which it was remarked as ominous of the result, that with a view to let it rest securely on his shoulders, the carvers had cut out our *North American Colonies*.

thing from Sir Robert Peel's well-known philanthropy? And if we could hold out to him ever so remote a possibility that when the art of penetrating and soaring above particular clouds had become quite familiar, science might perhaps enable us, by carrying up some electric conductors, or by letting fall some electrical preparation on the cloud beneath, to cause it to discharge that, which is so frequently the greatest of all elemental blessings, a copious shower of rain. If, I say, the most remote prospect of such an achievement could be held out to him—the power to bring down water as well as “fire from heaven”—could he, whatever might be his avocations, or whatever might be the prevailing scepticism, refuse to aid in the production of so beneficial and glorious a result?

I am well aware, Sir, that the last is a very different built castle from the solid masonry of Badajoz; but what, at one time, were the powers of the steam-engine, the speed of the railways, or the astonishing results of our chemical combinations, to say nothing of the wonders of the wonderful press—and who shall say, what other wonders are still in store?

W. RICKETTS.

P.S.—I wish it to be distinctly understood, that while I speak with the utmost confidence on the principle of navigating balloons in the air, I merely suggest the possibility of obtaining rain from particular clouds, as something worthy the attention of scientific men.

*Busaco Controversy.—Sir John Cameron, in Reply.*

MR. EDITOR,—You are of course aware that Major Mackie, in his last, has not supplied your readers with those *éclaircissemens* which are essential to establish the pre-eminent importance of the services of the 3rd Division over the 5th at “Busaco,” notwithstanding the vast disproportion of their relative loss; an incident reiterated by this officer in proof that Leith's attack “was but a subordinate affair, the last expiring effort of the foe:” and to evince, “that the burthen of the conflict must have fallen upon the one, little comparatively devolving on the other.” I am little disposed, Mr. Editor, to prolong this “controversy,” or it would be easy to show that nothing can be more fallacious than to estimate the importance of service rendered in the field by the amount of loss sustained, the quality of the troops employed being identical, and their adversaries of the same description. I cannot see that there is any discourtesy in remarking, that a subaltern officer engaged with his company in the attack of the 45th and 88th Regiments on the extreme left of Picton's division in the action of “Busaco,” is little competent, whatever his subsequent or previous knowledge of the ground may be, to controvert the relation of those who were eye-witnesses and actors in the *moving* scenes they describe, taking place on the rough face of the Sierra, and at least half a mile from the spot where the attack of the 45th and 88th took effect. I feel my own inability to testify as to the attack made by these regiments; and this conviction confirms my opinion, that no officer engaged with the 45th or 88th (Major Gwin's companies must be particularly understood) can satisfactorily testify as to the attack of Leith. To this circumstance I am inclined to attribute the little consideration given to the fact, that upon the right, or right centre, or on some intermediate point (it matters little at what exact spot, but on ground occupied, before the advance of the French, by Picton's division, and near to the road which runs parallel to the crest of the Sierra), a heavy column of the enemy (estimated, when united, by a Staff-officer, who was in a situation to form a correct opinion, at 5,000 men) was established.

That this column was dislodged and driven by Leith's attack, there can be no question; it therefore remains for each individual who thinks fit to reason on the correctness of this action and on the inverse success and



failure of the several attacks, to attach what importance he thinks fit to that of Leith, by portraying to himself the consequences which would have ensued had Leith's rapid movement to the left been delayed, and by estimating the direct influence which his absence or failure would have had on the career of Picton's Division, and generally on the result of the day.

I feel obliged, Mr. Editor, for the communication of a very clever and distinguished officer, Major-General C. Napier. It contains quite sufficient to satisfy me that the heavy loss sustained by Mackinnon's gallant brigade was the unfortunate, though not unusual result of a musket combat at sixty yards; in this, case, with a French column which was enabled by circumstances to establish itself in a position decidedly to their advantage, they having "crowned the height," and being above the British.

I feel no disposition to criticise the mode adopted for carrying this position. Though the want of analogy between this attack and that of the 5th Division is remarkable, yet a failure in either would probably have led to similar results; the value of their relative success may, therefore, be accounted equal.

I observed in a former letter, that whether the attack of Leith was made on the extreme right of Picton's division, or at an intermediate point, its importance is the same. According to Major Mackie's last letter, a mass of Picton's troops were posted at the Pass of St. Antonio when General Leith's brigade crossed the road. In reply to this, I must say, that not a British soldier was within my view as we moved along the road of communication to the point of attack; and Colonel Waller also gives, in his letter to Colonel Napier, his message, in which he says:—"Not one moment is to be lost; the enemy in great force are already in possession of the right of the position of the Sierra, and have driven Picton's troops out of it. Move on; and when the rear of your brigade has passed the Coimbra Road, wheel into line, and you will embrace the point of attack." I do not remember that Colonel Waller said all this to me, though I am very positive as to his having stated that he came to General Leith by the orders of General Picton, to accelerate the march of the brigade in order to support *his*, General Picton's, right. I never had seen Colonel Waller before, nor did I even know his name. General Leith, in his report, speaks of the left of the St. Antonio Road as the ground on which Picton's right originally stood. General Picton, in his letter, states that Leith's brigade "marched on" (that is, beyond the Pass of St. Antonio), "and arrived in time to join the five companies of the 45th in repulsing the last attempts of the enemy." General Picton had previously observed, that he had moved these "five remaining companies of the 45th from the Pass of St. Antonio to the left, having left Captain Cuthbert and Captain Anderson, of his personal Staff, to bring them up as fast as possible."

Major Mackie states, that at the "Pass of St. Antonio were concentrated the 74th Regiment, the right wing of the 45th Regiment," &c.—inferring that this concentration held good when "the affair of Leith" occurred.

It is difficult to reconcile these statements. One fact is very certain—Picton's troops *had been* at the Pass of St. Antonio. I cannot believe that they were near it (I make no account of the fugitive Portuguese) when the fifth division crossed the road.

On a review of the several narratives which have appeared, I feel that I have been fully borne out in the information which I gave Colonel Napier in the first instance; and it now appears that the heavy loss of Picton's division was owing to musket combat—a system of fighting which Leith avoided on the occasion in question. These are, however, matters of opinion: the facts are before the public.

I beg, at all events, it may be borne in mind by your readers, that my sole motive in extending my remarks on the Battle of Busaco to Mackin-

non's brigade has been with a design to bring out the way in which they came to suffer so severe a loss of men—and by no means to impugn the gallant conduct by which they ultimately drove the French column down the hill. I was very sure so serious a loss would not have been sustained in a simple charge of the bayonet.

As I cannot see that an extension of this correspondence can tend to any good, I must beg, Mr. Editor, to take my final leave; observing that I neither have, or have had, any wish to exalt the services of the 9th Regiment; that the report of General Leith, which has been in my possession from the time of the action, expresses all I desire. In my last, I observed that I was led incidentally to make the remark respecting the exposure of Picton's right, and that I had not the slightest idea of reflecting on the third division, or any of the regiments composing it; and I trust it will be believed, that I in no degree intended to impeach the talents or conduct of Sir Thomas Picton, for whom I have always entertained the highest respect.

I am, Sir, your very obedient servant,  
J. CAMERON, Col. 9th Regt., Lieut.-General.

February 17, 1838.

*Considerations on the project for establishing a Colony in South Australia.*

MR. EDITOR.—In your Journal for October last is a prospectus of a plan for establishing a Colony in South Australia, the emigrants into which are to consist of persons of a description superior to those who commonly expatriate themselves. Among the propositions contained in the prospectus are the following, to which I respectfully invite the attention of such members of the military and naval profession as may think of embarking their persons and properties therein, so that they may give the matter the fullest consideration before they adopt it.

"It is proposed that the Association shall, at least, consist of one hundred gentlemen, who may individually (each I suppose) engage to purchase 500*l.* worth of land, or among them, 50,000*l.* worth of land from the Crown."

"It is proposed that the Council in the Province shall have the power of borrowing money to the extent of 100,000*l.*, upon the security of this land, at a rate not exceeding 10 per cent."

It is proposed that the President of the Council may receive a salary not exceeding 1000*l.* per annum, to be elected annually, and capable of re-election as often as the Council may think fit; and that the salary of the Judges (query, how many?) may be 1000*l.*, or near 1000*l.* a-year, "for no officer, except the President and the Judges, shall receive a salary exceeding 500*l.* a-year." Then the Judges may receive more than 500*l.* a-year; in fact, an unlimited salary. Also the Secretary and other officers may each receive a salary of 500*l.* a-year: pluralities of office not guarded against; so that a liberal interpretation and friends in Council may give two or three offices to one individual.

It is proposed that the selling price, after the Association has purchased its grant from the Crown, shall be to subsequent purchasers, if they come in within the first year, 30*l.* for eighty acres, or 4*l.* per acre, to go on increasing in price annually 10*l.* per cent., so that at the end of ten years the price shall be 8*l.* an acre (viz., doubled), and at the end of twenty years, 12*l.*, and so on progressively, per acre, besides the enhanced price at which the districts, set apart to form the site of townships, may be sold. Also that there shall be established an uniform land-tax to defray contingent expenses. Also that there shall (may be, which means) be a paper currency secured upon the value of the land in the province; but that notes exceeding the value of 200,000 acres of waste land shall never be in circulation at once without express permission of her Majesty.

Now, my brother officers and others, and you, Mr. Editor, be pleased to observe—first, that not more than 200,000 acres of waste land shall ever be hypothecated to form a security for the value raised by these land notes.

Two hundred thousand acres, at 4*l.* per acre (the price the first year) will raise a currency of 800,000*l.*; the tenth year, at 8*l.* per acre, of 1,600,000*l.*; and the twentieth year, at 12*l.* per acre, of 240,000*l.* But take the half of this: suppose notes only for 100,000 acres are out, these 100,000 acres ought not to be more than an eighth, at the most, of the quantity originally purchased for the 50,000*l.*, so that, at least, the quantity obtained from the Crown will, or ought to be 800,000, or 1,000,000 acres.

Eight hundred thousand acres, at 4*l.* an acre (the price after the first year), will be worth 3,200,000*l.*

Eight hundred thousand acres purchased for 50,000*l.*, is at the price of 1*s.* 3*d.* per acre, but in all likelihood the quantity obtained will be so great as to reduce the price to 6*d.* per acre.

So the plan of the projectors stands thus:—To raise as soon as possible, by means of paper currency, the sum of 400,000*l.*, or from that to 800,000*l.* on the security of the one-eighth part of what cost them 50,000*l.* Also to lend money at 10 per cent., to the extent of 100,000*l.*, for the projectors will be the lenders.\*

Also to bestow upon themselves and friends offices with salaries from 1000*l.* per annum, downwards, for it is certain that the nomination, in the first instance, and the subsequent election, for a long time, will be in the hands of the projectors.

Also to throw all the burden of taxation upon those who may become hereafter adventurers; for as the projectors will take possession of all the best localities, and the land-tax is to be uniform—as the inferior lands can never be of equal value with the superior, 1*s.* in the pound, or 1*d.* in the pound upon one part, may be, as to its onus, the same as 10*s.*, or 10*d.*, in the pound upon other parts.

Who do you think, Mr. Editor, will go and give 4*l.*, 8*l.*, 12*l.* per acre for waste lands in South Australia? Is not this something like a Mississippi, or South Sea, or tulip-root, or railroad speculation?

Your humble Servant,

London, Feb. 10, 1838.

NAUCLOROS.

### *On the System of bringing Half-pay Officers on Full Pay to Sell.*

MR. EDITOR,—The originator of this measure is supposed to have been Lord Howick: the mode of putting it in execution belonged to the Horse Guards.

More than one method was available, but that which gave the most patronage and the least justice, appears to have been selected, as facts will prove, by reference to the exchanges of field officers.

The Guards have enjoyed a large proportion of this promotion, allowing for the number of their exchanges to half-pay since the commencement of this system; the Cavalry, also, and a few regiments on the home stations, have been highly favoured; while the more distant ones in India and the colonies have had the least, and some totally neglected.

This system will continue so long as there are officers on half-pay willing to sell, and older officers in age, wishing to go upon half-pay, affording an increased patronage for the Military Secretary, and conferring a benefit, which should be general in the Army, to particular persons and regiments.

The plea, that nobody is down for coming on full-pay to sell is a very

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\* The interest of this loan will be 10,000*l.* a-year. Whose is all this amount of interest to come from? It is said from the sale of lands. Then what surplus from such sale can be expected to defray contingent expenses?

idle one, for there can seldom be any difficulty in waiting a few weeks until an opportunity might present itself; for it is most unjust that any regiment should be deprived of this species of promotion for no other cause than that it is in some distant quarter, consequently cannot have the same facility, as officers of the Guards and Cavalry, for visiting the Horse Guards when an exchange is to take place, or the same opportunity of finding a candidate to sell. Thus it is that most exchanges, in some regiments, bring promotion, while others get none; and thus, unlike all other descriptions of advancement, gives to the Commander-in-Chief a secret power, which should be carefully used.

If the papers of two field officers are lying at the Horse Guards for half-pay, and only the name of one is down for coming on full-pay to sell, interest will most likely determine the selection, judging from the Gazettes. With respect to age and constitution, the Half-Pay List is not always the gainer by this system; it, however, affords excuses for not giving promotion, to which no answer can be returned by the complainant. Every one knows the Sovereign can promote, without reference to claims; but when every man who pays a tax contributes towards the pay of the Army, and the money is voted annually by Parliament, the service and promotion of each officer should be justly considered; for, as you are indebted to the Sovereign for the rank, you are equally indebted to the country for the pay of that rank. Fortune enables many to purchase promotion according to their means, and to exchange for better stations, and into supposed better regiments,—but this is not service to your country; it is time some measure for rewarding service should be adopted; it would be no more than what is done towards the Company's officers. Every means has been taken to advance the system of purchasing, and to induce the old officer to barter his thirty years of hardship for a miserable pittance—the value of his full-pay commission: this, we are told, is an excellent plan; making his half-pay next to nothing in a dear country like England, that he may be the more disposed to sell for the benefit of those who possess the most wealth and influence. Those whose names are down for full-pay to sell should on no account be put aside, but appointed to the first vacancy: it is peculiarly hard on regiments at distant stations, having officers suddenly going on half-pay, to lose promotion. Take as an instance the Gazettes of June and July, 1836: a field officer was brought into the Adjutant-General's regiment from half-pay, then transferred to cavalry in place of one going on half-pay, and again the vacancy filled from half-pay: one regiment being in the East, and the other in the West Indies, neither obtained promotion. As the services of all officers, both on full and half-pay are recorded, a little exertion might procure their being collectively printed (all private matters being omitted) and published annually with the increase of service and promotion: it would be most useful as a reference in treating of military subjects, and in coming to a just conclusion upon them.

Any member of Parliament, I should think, might obtain a return of this description; for it is no use disguising the truth, the officers of the Army, those, at least, of but moderate interest and fortune, have nothing to expect from military legislators, who stand in awe of the Horse Guards, with whom no measure is considered beneficial, unless it procures them patronage.

The unattached, as a method of promotion, is almost exhausted, and very soon the system of bringing officers from the half-pay to sell, will be equally so, the junior field officers on half-pay now averaging between fifty and sixty years of age, so that to give promotion the returning officer should be older. Lord Howick has done much to benefit the Army; all eyes are now turned to him, and I trust a pension commensurate with service will not escape his notice.

Jan. 29, 1838.

H. F.

## CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, Feb. 21st, 1838.

**MR. EDITOR.**—The unusual inclemency of the weather during the past month has retarded all arrivals from the westward: the wind shifted to S.E. on Saturday, and caused a partial thaw, but is again from the east. During a heavy gale last week a collier brig drove from her anchors at Spithead, got foul of Ryde Pier, and carried away upwards of sixty feet of it; and H.M. sloop Partridge, on her way to Sheerness, encountered such severe weather, and shipped so much water that she was compelled to return into port for forty-eight hours.

The Gannet, 16, Commander Whist, arrived at Spithead last week from the West Indies, on which station she had been employed upwards of four years: her passage to England from Barbadoes was thirty days. She was in a very bad state, topsides and timbers being rotten, iron bolts, chains, and clamps fastened to the sides; the rudder-head and the trunk almost eaten away, obliged to rig the main-boom as a mizen-mast, and form a spanker upon it to ease her when lying-to, which she was compelled to do four times during the voyage. At Barbadoes she left the Seringapatam, Racer, Griffon, and Harpy, with the Carron steamer. The Champion and Ringdove were at Jamaica, the Pioneer at Trinidad. The numerous deaths in the Harpy are generally known, the Commander the Hon. G. R. Clements, Assistant-Surgeon Dr. Tennant, and about eighteen or nineteen of the crew having fallen victims to a contagious fever which had assailed them, in consequence of the capture of a slave vessel. The Harpy was in such a state that Captain Leith of the Seringapatam had temporarily removed the crew to fumigate her, and, if practicable, prevent further mishap. The Commander-in-Chief of the West India squadron, Vice-Admiral the Hon. Sir Charles Paget, was at Bermuda, with his flag in the Pearl, the Cornwallis having gone to Jamaica and Barbadoes for troops. Her arrival at Halifax with part of the 65th Regiment has been announced, as well as her subsequent departure from thence to St. John's, New Brunswick, with the flank companies of that regiment and a division of the 34th Regiment. The Rainbow, 28, Captain Bennett, is on her passage home, and may be hourly looked for. She sailed for Vera Cruz on the 12th December, to collect specie for conveyance to England. The Gannet has gone to Sheerness to be paid off.

The Tribune, 24, Captain Tomkinson, arrived from the Mediterranean on Sunday, having completed the customary period of three years and a half service, and will be ordered to be paid off. The intelligence from the Mediterranean squadron is now generally known every fortnight, so that the officers of the Tribune had but little to communicate. She encountered terrible weather during her voyage from Gibraltar, and had a most tedious passage. The Commander-in-Chief, Admiral the Hon. Sir Robt. Stopford, was at Malta with the flag-ship, Princess Charlotte, Rodney, Vanguard, Asia, Barham, Wolverine, Rapid, Scorpion, Rhadamanthus, Baccon, and Magpie. Bellerophon, Russell, Portland, and Jupiter had called during the month of January. The Lord Bishop of Bombay had held confirmation at Malta, the first ever held there by a Protestant bishop, when 119 persons were confirmed, and his Lordship afterwards went in the Puffin steamer to Alexandria, on his route to Bombay. To enliven the monotony usually prevailing at Malta, all the troops had been inspected by the naval Commander-in-Chief, and by way of exchange His Excellency the Governor of the island, attended by his staff, had visited and inspected Sir Robert's flag-ship, the Princess Charlotte.

The Tribune was relieved by the Tyne, and has gone to the eastward to be paid off. She was surveyed here by the Officers of the Dockyard, who

found but little the matter with her, and it is, therefore, most probable she will be re-commissioned. Save and except an American packet or two from New York, one or two Indiamen, and two or three Batavian ships bound to Holland, but compelled to seek refuge in this harbour until the Dutch coast can be approached and the rivers navigated, the foregoing are all that have arrived from abroad during the last four weeks.

The Apollo troop-ship, whose description was inserted last month, has been taken out of dock and is now in the basin: they are proceeding in her equipment as fast as the weather will admit. She has her lower rigging set up and topmasts an end, and will be ready for sea about the middle of March, and is to be commanded by Mr. A. Karley, Master, R.N., who now has charge of the Athol troop-ship; and the officer now fitting out the Apollo, Mr. Bellamy, will be transferred to the Athol.

The Electra corvette is at Spithead, ready for sea, and destined for the South American station. It has been stated, that she is to remain until the Modeste and Lily are fitted, and that each being constructed by different men, they are to have an experimental cruise to try their several powers previous to going to their final destinations. The Electra is built according to a draught prepared by Dr. Inman; the Modeste by Rear-Admiral the Hon. Geo. Elliot; and the Lily by the Surveyor, Captain Sir W. Symonds.

The Nautilus and Brisk are fitting here, the former, it is thought, will be sent to the East Indies, the latter to the coast of Africa. The Partridge being rigged and filled with stores, when re-commissioned, was not long in getting manned and despatched to sea, as before mentioned. The Royal George yacht has been taken into dock to be inspected and trimmed up, in case her Majesty should feel disposed to make use of her during the ensuing summer; she will be ready in a month or so. The Herald, diplomatic yacht, is under conversion to a sloop of war, and will be a very fine command. The Termagant, pierced for 10 guns, has been cut down and altered to a brigantine, similar to the Brisk. She will be ready for commission about the end of March, and will also be a most eligible command for a Lieutenant. Her dimensions are as follow:—

Extreme length	.	.	90 feet.
Length of keel	.	.	72 „ 3 inches.
Breadth	.	.	24 „ 6 „
Depth	.	.	11 „
Tonnage	.	.	231 „

Her armament will be three guns; one of them a very long heavy gun, the others carronades.

The Vestal and Calliope arrived yesterday from Sheerness: the Calliope is destined for the Brazils, but goes to Plymouth to-morrow for further orders. The Vestal is to convey troops to Canada, and orders are in the Dockyard to fit her for their reception; it is expected that a large draft of the 24th Regiment, now in this garrison, will embark in her to join the service companies in Canada. The Volage is on her way here from Sheerness, and intended for the East India station.

Since my remarks upon the floating bridge, which was in contemplation between Gosport and the towns of Portsmouth and Portsea, the proposers of, and subscribers to, the undertaking, after getting the share-list filled to the amount of 16,000 (all that was required), drew up their petition to Parliament for leave to have it, when behold, an opposition sprung up from a quarter not before expected, viz., the Committee of Insurance at Lloyd's, who, through their secretary, announced their intention not to open an insurance on any vessels that might visit Portsmouth harbour while such a formidable structure as a floating bridge was plying between the towns, and rendering the anchorage dangerous, and the cables and hawsers of ships liable to injury. This opposition coming from a mercantile body it is concluded will be a death-blow to the undertaking, for one of the prin-

cial sources of revenue which the shareholders contemplated was the increased facility of mooring cargoes.

The projectors of the railroad from Portsmouth direct to London, have caused surveys to be made of the line, and their plan is to be lodged by the 1st March, but few are sanguine of its success, even should it be commenced, and calculate that, like the landing pier and floating bridge, it will come to nothing. The town is now in a state of great excitement, arising from a contested election, with which the inhabitants are threatened again to be pestered, in consequence of the death of John Bonham Carter, Esq., who represented the borough for many years. The Conservatives called upon the Port Admiral Sir P. Durham to stand, and it is asserted that he consented, but afterwards had not pluck enough for the occasion, and they have, therefore, put forward a more eligible man in every respect, viz. Daniel Quarrier, Esq., a magistrate of the county, and a resident in the town. Captain Napier, R.N., no ways daunted by his defeats at Portsmouth and Greenwich, and in defiance of his promise not to stand for Portsmouth again, avowed his intention to go to the poll, thinking that by stating he intended to advocate Ballot, short Parliaments, and Universal Suffrage, he would get the Radicals to aid him; but in their stronghold, Landport, they rejected him with scorn, and as the friends and supporters of that good-natured Baronet, Sir G. Staunton, are reported to have had an interview with the Captain, and satisfied him of the hopelessness of his trial to be the Representative of the borough, he has resigned. Why he should annoy the electors with his presence is strange; he is not held in the smallest respect by fifty of them, and is altogether unfit for a legislator. Sir George Staunton has avowed himself as a supporter of the present Ministry, and having the Government interest of the garrison to back him, will probably be returned, and permitted to remain until one of the Carter family is prepared to supersede him. Daily and nightly meetings of the friends of the two candidates take place. Strong detachments are canvassing the electors. Mercurys are flying about the town with posting-bills, addresses, and notices of committee meetings. Journeymen printers are at a premium; and the solicitors of the town appear with smiling countenances: although, to their credit be it said, they have undertaken Quarrier's cause gratuitously.

The examination of Midshipmen for Lientenants is still continued in Portsmouth dockyard. The following were passed this month:—

Mr. J. P. Thurnburn; Mr. Wm. P. Johnson; Mr. George Marriott; The Hon. S. Lyttleton; Mr. W. L. Mackenzie; Mr. Alexander Gordon; M. Alexander McNaghten; Mr. Robert H. Dundas; Mr. Robert M. Sandom.

P.S.—Letters have been received from Rear-Admiral Sir F. Maitland, dated at the Cape of Good Hope, 9th December. The Wellesley had a good voyage out, but on arriving in Table Bay a heavy gale of wind came on them suddenly, and the ship was drove out to sea with the loss of two anchors, the spanker-boom breaking adrift, and one man overboard, who was lost. They remained out all night, and on the gale moderating, proceeded to Simon Bay to obtain other anchors. The orders of the Vestal have been changed this morning, and she is to proceed direct to Cork, to embark detachments of the 15th, 65th, 66th, and 85th Regiments for Halifax and Canada. The Hercules has sailed from Cork filled with troops. The Electra has been paid this day, and will sail to-morrow or Saturday for South America. Another large Dutch ship, the Van Tromp, has arrived from Batavia, which place she quitted on the 30th October, and St. Helena on the 28th December: she is bound to Amsterdam.

Plymouth, February 20, 1838.

Mr. Editor,—At the date of my last correspondence, the Hercules and Malabar, 74-gun ships, were fitting out here with the least possible delay;

the latter having come into port to get a new main-mast, and to be fitted for the reception of troops, while the latter was being brought forward for immediate re-commissioning, having been ordered to be again got ready for sea as soon as she was paid off. The Hercules has since left us, having completed her defects, sent her lower-deck guns on shore, and been equipped with suitable accommodations for troops. She was towed out of harbour yesterday-forenight (5th instant) by the Messenger steamer, and after having been paid wages on the 8th, proceeded on the following day for Cork, where she was to embark troops for Halifax. The Malabar has been out of the hands of the shipwrights of the dockyard upwards of a fortnight; she was docked on the 27th ultimo, for the purpose of examining the state of her copper, and was turned out again on the 30th. Captain Harvey having been appointed to the command; she was put in commission yesterday by Commander Stanley, who is to be her Second-Captain.

The Racehorse, 18, Commander W. H. Craufurd, went out of harbour on the 22nd ultimo, and shortly afterwards sailed for the West Indies. The Messenger, steamer, M'King, Master, arrived from Portsmouth on the 24th ultimo, having called there to obtain a supply of coals, which she was unable to procure at Woolwich before her departure thence, on account of the ice in the river. She had two companies of artillery on board, under the command of Major Chalmers, on their way to Dublin. The Wasp, 18, Commander Hon. W. A. Pelham, arrived in the Sound from Portsmouth on the 25th, and sailed the next day for Lisbon with dispatches for Rear-Admiral Sir John Ommaney; she was then to proceed to Gibraltar, and afterwards to the Mediterranean. The breaking up of the Genoa, which employed about a hundred artificers for a month, was completed on the 26th ultimo, and the Malabar was taken into the same dock on the following day.

The Lynx, brigantine, Lieutenant-Commander Broadhead, arrived in the Sound on the 26th ultimo from the eastward, and came into harbour on the 2nd of this month, to have some alteration made in the principle upon which her pivot-gun was fitted. When first she arrived here, the gun worked upon a fixed pivot amidships, and could not therefore be fired in the line of the keel, on account of the foremast intercepting any object directly ahead of the vessel. An alteration has, however, been made in the mode of fitment, by removing the fixed pivot (or fighting-bolt), and substituting a socket in its place; and introducing, at the same time, six additional sockets at equal distances round the circumference of a circle (of which the situation of the original pivot is the centre) for the purpose of being enabled to shift the position of the fighting-bolt on either side the middle-line of the ship. The mode by which this is effected is simple and safe, and will, doubtless, be considered to be a great improvement upon the former plan. She went out of harbour on the 11th instant, and sailed immediately for her destination, the coast of Africa.

The Malabar was undocked on the 30th ult., and the Mutine packet was taken into dock the same day. The rumour that the Mutine, Lieut.-Com. Pawle, was to be paid off on account of the report of survey made upon her, proves to be without foundation, as her defects, such as they were, have been made good, and the vessel may be expected to leave this port for Falmouth the first week in March. The Skylark packet, Lieut.-Com. Ladd, sailed for Falmouth on the 9th, having completed her defects.

The Thunderer, 84, will be undocked on Saturday next, 24th inst., after having been there nearly twelve months under repair. The Caledonia will then be taken into the same dock, as she is to be brought forward for sea-service. The Britomart, 10, Lieut. Stanley, tender to the Alligator, went out of harbour yesterday, having been fitted with a patent chain-messenger, which has been partly the cause of her detention. The Alligator and Britomart are to be paid to-morrow, and will probably sail the following day. The Lily, 16, which is also to be fitted with a chain-messenger, is, in other



respects, ready for sea, and may be expected to go out of harbour in the course of a week or ten days. It is understood that she is going out on an experimental cruise with the *Electra* and *Modeste*, the latter having been constructed at the suggestion and according to the judgment of Rear-Admiral Elliot, for the purpose of competing with vessels of that class to which the *Rover*, 18, belongs. The *Rover* being on a foreign station, cannot, at present, enter upon the trial.

Several acts of theft having been committed of late within the walls of the Dockyard, which have caused a most humiliating suspicion to be attached to artificers belonging to the establishment, the greatest vigilance has been observed by the Director of Police and others, with the view of detecting the offenders. About a fortnight since a very barefaced speculation was practised, by the removal of a number of brass castings from a crane, lying in a very exposed situation in the yard. This circumstance created a great sensation, the result of which has been, that the robbery has been traced to one of the policemen, who has since been discharged and fined 7*l*.

The *Espoir*, 10, Lieut.-Com. Pawlson, is ready for sea, and will go down into the Sound in the course of a day or two; it is said that she is intended for the coast of Africa. The *Talbot*, 28, bringing forward for sea-service, will be ready for commissioning in about a fortnight from the present time, as will also the *Weazle*, 10-gun brig. The *Savage*, 10, Lieut.-Commander the Hon. E. Curzon, came into Barnpool on the 13th instant, to have her defects attended to. A court-martial took place yesterday (which has lasted two days) on board the Royal Adelaide flag-ship, to investigate charges preferred against the Commander of the *Savage* for ungentlemanly conduct. The particulars of the proceedings are not yet published, further than its being known that the defendant stands exonerated.

I am, &c.

D.

Milford Haven, 17th February, 1838.

MR. EDITOR,—Amongst the news of the port for the last month the most important is that of the resignation of Colonel Owen for the united boroughs of Pembroke, Tenby, Wiston, and Milford, and the appearance of Sir James Graham, Bart., as his successor. On the fourteenth instant the latter gentleman commenced his canvass, which was as successful as his most sanguine expectations could desire, supported as he is by the two rival houses of Orielton and Stockpole.

The following piece of intelligence cannot fail to be not only interesting, but of some real utility to your numerous readers. His Lordship the Postmaster-General, on the repeated representation of parties interested, and finding continual interruption to the regular transmission of the London mail, on account of the late hour at which the packets left Waterford, has thought proper to alter the time of their doing so from 10 A.M., to half past 8 A.M., thus giving one hour and a half more chance of their being in time for the coach this side the Channel. The small addition afforded by this arrangement will, however, scarcely avail them much, for the two first mails under it have already been "too late;" and Friday being a blank post-day, this night's coach will convey three, if not four, late Irish mails. If the packets were allowed to start at seven o'clock it would ensure their arrival at Hobbs' Point in time to save the coach at all times, for then the spring-tides—at present so much against them—would be altogether in their favour.

G.

Barbadoes, 9th December, 1837.

MR. EDITOR,—The Cornwallis, 74, Captain Sir Richard Grant, arrived at Barbadoes from Bermuda on the morning of the 6th inst., to take a regiment of the line to Halifax, as the Marines are doing duty in that city. The head-quarters of the 65th Regiment, under the command of Lieut-

Colonel Senior, embarked at three o'clock on the following afternoon, the 7th inst., together with three companies of the 76th Regiment. The latter are to relieve the left wing of the former, now stationed at Grenada, so as to allow the whole of the service companies of the 65th Regiment to proceed to Halifax. Both the officers and men were delighted with the change and the prospect of active service.

The promptness with which the 65th Regiment were ready for embarkation is a good proof of the advantage of concentrating a certain force at the head-quarters of this command, for six companies were spared at an hour's notice, without encroaching on the comforts of the troops that remained, or burthening them with additional or oppressive duty. Thus the good old general rule is fulfilled—

“ In peace prepare for war.”

The advantages of the “brigade days,” held once a week, will tell in the *Tiger's* favour; they ought to take the lead in all justice, having a Senior colonel at their head.

The removal of so many of the troops from Barbadoes will, for a time, put an end to the brigade days. This is to be regretted, as nothing tends so much to benefit both officers and men as manœuvring them in large bodies. The weak and divided state of the regiments in the West Indies seldom admit of a sufficient number turning out to form a good field-day. The officers of this garrison entered with great spirit into the brigade movements.

The head-quarters of the 1st West India Regiment have been removed from Trinidad to St. Lucia, to be stationed at the latter place under the command of Lieut.-Colonel Bush, &c., &c. Three companies are to be at Dominica, under the command of Major Miles; and one company at Tobago; leaving only one company of the line at each of those islands. By this judicious arrangement the white troops will be relieved from the distant day and night duties, which have hitherto proved so fatal to them in the above-named colonies. The West India regiments taking all unhealthy out-posts and guards, must diminish considerably the bill of mortality among the European soldiers; besides gaining this vast advantage, that the regiments of the line will in future be fit for active duty, and equal to any service they may be required for, instead of being, as they now are at many of the stations, a collection of melancholy convalescents.

The 89th Regiment have lost fifty men at Tobago in eight months; and this out of two companies. The 74th Regiment have only forty-three men fit for duty at Dominica. The great evil of this is the moral depression it causes in the minds of the survivors, too often rendering them reckless of life. A volley fired every morning over the grave of a comrade is anything but a cheering sound.

The projected distribution of the 1st West India Regiment will prove of the greatest advantage and economy to the Service, and a very material saving of life and treasure. The African soldier in the tropics flourishes under the severest duty, while the European is hurried to an early grave. It is totally impossible for the white man to undergo toil and labour, and the heat and burden of the torrid zone with impunity; whereas the nature and the original habits of the black man render the climate innoxious to him.

One subaltern and fifty men of the 1st West India Regiment remain at Trinidad, to take the Cocorite and Seafort guards, both of which are deadly to Europeans. The head-quarters of the 89th Regiment will be at St. James's Barracks; one company at St. Joseph, the healthiest spot in the island, and hitherto occupied by the black troops; and fifty men, with a proportion of officers, at San Fernando. By this means two convalescent posts are established in this island, to which the men can be regularly shifted, and thereby render a station that was hitherto most noxious, one of the healthiest character.

Sixty-five of the recruits engaged in the mutinous celebration of the last anniversary of the battle of Waterloo were removed to Barbadoes, under the charge of Captain L. S. O'Connell, 1st West India Regiment, and have been incorporated in this officer's company. Although they were detained for upwards of thirty days on board of a small vessel in consequence of the quarantine laws, there was not one man misbehaved himself, and on the 23rd of November the detachment landed in the most excellent order. The officer under whose superintendence they are to be organised reports,—“they are tractable, obedient, and well-behaved recruits.” So much for the “blood-thirsty savages of the colonial newspapers.” I rather suspect the brains of some of the Callaboo editors resemble fresh filled sugar hogsheads, that ferment from the heat of the climate, and then send forth a quantity of dregs and black stuff from the *press*.

The Seringapatam, 44, Captain Leith, is in harbour—all well on board. The Carron, steamer, made her last trip from Jamaica, having three feet water in the hold.

#### REVIEWS AND CRITICAL NOTICES.

MEMOIRS OF JOSEPH HOLT, GENERAL OF THE IRISH REBELS IN 1798.

EDITED FROM HIS ORIGINAL MANUSCRIPT. BY T. CROFTON CROKER, ESQ.

THE “original manuscript” on which this remarkable book is founded was in our possession for some time with a view to insertion in this Journal, but having found that the series would be protracted, and disliking the introduction of the subject in our pages, we transferred it, by desire of Sir William Betham, to the competent hands of Mr. Crofton Croker, who has combined the offices of editor, annotator, and, we may add, *translator*, with his usual tact and research, and with great profit to the reader.

The picture which Holt draws of himself, and the turbulent scenes in which he was engaged during the summer and autumn of the eventful year 1798, is original and curious. It is the drawing of an unlettered but strong-minded man, meant for better things, but driven, as he alleges, into wrong courses by “oppression”—which, however, even by his own showing, was confined to a single individual, who, with a proper discretion, is not named by the editor. Numberless traits throughout the work prove how readily an exaggerated notion of this kind might have got hold of a hot-tempered man, evidently dissatisfied with his position, and aspiring to notoriety. Holt was, moreover, a Protestant, which made his accession to the rebel cause the more remarkable, and his part more difficult to play. It is known, however, that the insurrectionary mania was not confined to the Papists—numbers of the reformed religion, tainted by the doctrines of the French Revolution, having abetted or taken part in the rebellion.

The principal theatre of Holt's deeds as a rebel leader was the beautiful and mountainous county of Wicklow, with occasional irruptions into Wexford, and the counties of Dublin and Kildare. Thus was the Irish metropolis kept in constant alarm, and its approaches rendered insecure by the disorderly and plundering bands whom Holt acknowledges he could not control, nor deter from those practices of rapine, and cruelty to which he himself appears to have had a sincere aversion. His force, at one time amounting to thirteen thousand of the combined hordes of Wexford, Wicklow, &c., seldom exceeded one thousand men. Of these he appears to have mounted a few, whom he pompously calls his “cavalry.” The affectation he displays of military forms and technicalities, of the pomp and circumstance of war, is amusing. We hear of his “Superior” and “Field Officers,” of his “Captains” and “companies,” named according to the Militia regiments, of deserters from which they were composed. Desertion from the Militia with arms and ammunition, in fact, appears to have been the chief sustenance of the rebellion. Then we have

"pitching tents," *vox et præterea nihil*, with trials by jury and courts martial, rather summary in their decrees and execution. A virago, whom he facetiously styles his "moving magazine," is a characteristic specimen of a rebel camp follower. Her vocation was that of a spy and cartouche-box. In the latter capacity she was very successful, coaxing or stealing ball-cartridge from the Militia-men in the adjacent posts, and conveying sometimes as many as 300 or 400 rounds "under her clothes, before and behind," to the rebel fastnesses in the Wicklow mountains. How 'scaped she blowing up?—and she is described as not being inaccessible to sparks.

Holt appears to have been a smart and resolute fellow, with some inklings of military talent; but though his actions were prompt, his descriptions are miserably confused. He bristles with prejudice and exaggeration, and puts on abundance of swagger, contrasted with a strong tinge of superstition: his dreams were as prophetic and critical as any witch's. He once "clove" a man "down from the shoulder to the ribs." Pretty strong that! And he always, or nearly so, beats "the enemy." He did, if we are to credit him, many manly and generous acts, and preserved his better nature amidst the rudest excitements of his savage life and warfare, with which, and his ferocious associates, he became more and more disgusted, till, at length, his band having dwindled to a handful of still faithful followers, he surrendered to Lord Powerscourt, in November, 1798, with an understanding that he should be transported.

His story is full of life and death, of bustle and gloom, and affords a melancholy insight into the contemptible means by which so much mischief was effected, such dread excited, and such cruelties perpetrated—but acts of savage retaliation were common to both sides.

Holt's reflections upon these barbarities do him credit, and his observations on the better disposition and more kindly manner of the higher classes, as well as on the real nature of such attempts as were then in progress to overthrow existing governments and institutions, are sensible and true. Holt, in fact, was a stanch loyalist and anti-reformer—however paradoxical it may sound.

The first volume, to which is prefixed a portrait of Holt, showing a somewhat burly and assassin-like hero, is devoted to the records of his career as a "General;" the second embraces his adventures as an exile in New South Wales, till his return in 1814. The contrast between these volumes, between the sword and the ploughshare, is curious. Holt died at Kingstown, near Dublin, in 1826.

His autobiography, on the whole, is one of the most remarkable publications of the day—although doubt is thrown on its general accuracy by Lord Strangford's comments on some incidents with which Holt connects him.

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#### ON THE NEW WANTS ARISING FROM THE INTRODUCTION OF THE PAIXHANS GUN IN THE ROYAL NAVY.

A PRINCIPLE has been put forth in this modest pamphlet which we hope to see expanded by the same hand. There is no doubt that Steam and the Shell-Gun introduced by Colonel Paixhans will have greatly modified Naval warfare. To meet this change, "New Wants" have arisen which it is the object of the author to indicate. He limits his suggestions, however, to the mode of manning and serving the New Gun, of which a certain proportion will be included in the armament of every ship-of-war. For this purpose the author recommends that 2000 men, a number calculated on the probable extent of our fleet in case of a war, and at the rate of so many Paixhans Cannon, served by four men each, to every ship, should be kept ready and instructed for this service—we conclude, as Marine Artillerists. This suggestion, which is judicious, will probably be carried into effect.

## A FEW REMARKS ON THE STATE AND PROSPECTS OF THE NAVY IN 1838.

BY CAPT. G. SMITH, R.N.

CAPTAIN G. SMITH, whom our readers will recognise as the writer of an article on the Siege of Antwerp, at which he was present, in a former Number of this Journal, has applied himself, in this *brochure*, with praiseworthy zeal, to overhaul our Naval Peace Establishment, and ascertain its "new wants" for a fresh turn-out. His views are generally in concurrence with the remarks of the writer whose pamphlet we have just noticed. Captain Smith adverts principally to the expediency of providing steam armaments and renovating our Marine Artillery, with reference to the progress and preparations of foreign Powers. The proposition, with which he concludes, for a competent Commission to report on naval improvements, was enlarged upon in this Journal some time back.

## PORTRAITS OF THE BROOD MARES OF THE ROYAL STUD.

AMONGST the works of Art, representing Nature, which exercise the graphic talent of the day, a collection, which we have recently seen, of PORTRAITS OF THE BROOD MARES OF THE ROYAL STUD at Hampton Court is conspicuous. We never saw any drawings of the noble animal, of which these are some of the finest specimens, more beautiful or more true. There is a grace perfectly feminine about each, and an almost family likeness; while the expression of countenance—for horses *have* countenances—is peculiar; *facies non omnibus una, nec diversa tamen, qualis decet esse sororum*. The attitudes, also, are well chosen—no easy matter to fix in sketching animals from nature. The interest and value of these portraits, which are compressed into four numbers, each containing six plates, with letter-press descriptions, at an extremely moderate price, is greatly enhanced by the recent ill-advised dispersion, by sale, of the originals. Were we "Master of the Horse," not a table in the land from which they have been exiled should be without these their substitutes. The latter are further recommended to the gallantry of our countrymen, whether lovers of sport or the fine arts, as the production of a lady, young and gifted, by whom the Portraits have been both drawn and lithographed. They are published by subscription at Sams's.

## NOTICES TO READERS AND CORRESPONDENTS.

IT is not in our power to give a satisfactory answer to those correspondents who inquire why the publication of the Records of Regiments is so long delayed. Are these Histories, which are in fact regimental property, to be jobbed, like the "Regulations," at the expense of the Army?

We shall communicate with "Miles" and "J. W. S." whose letters have reached us.

The appointments to which "J. H." alludes have been omitted without any particular design, and shall be given in future if it be any gratification to the parties.

Our correspondent, who suggests that the letter P. should be prefixed to the names of all officers who served in *three* general actions on the Peninsula, will find that we anticipated him, without, however, specifying any number of actions. There is a wonderful deafness on all these points—but *nil desperandum*.

Thanks to "Un Militaire" for the quaint relic of other times, which has almost the air of a "*ben trovato*."

"An Old Subscriber" is informed that we cannot at present answer his query satisfactorily respecting the amount of Pension in 1804. George the Fourth's "boon" was granted about the close of 1818, or early in 1819, and we believe that an increase then also took place.

We have been compelled by want of room to omit much correspondence this month. "U. S. M." has not been overlooked.

EDITOR'S PORTFOLIO;  
OR,  
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

THE proceedings in Canada were brought down in our last notice to the suppression of the insurrection in the Lower, and the dispersion of the insurgents, at Toronto, in the Upper Province. We had not then seen the Dispatch of Sir Francis Head, of which we have not this month room for a copy, a document which might have somewhat qualified our opinions on the policy of the Lieutenant-Governor's mode of bringing about results to which fortune and the zeal of the loyal population appear to have more materially contributed than we had suspected. There is no axiom in government or morals more sound or more universally recognised than that which inculcates the duty of PREVENTION—a duty involving the best interests of humanity and the stability of the frame of society. We must not fold our arms and wait for rebellion, robbery, and murder—we thus become answerable for the crimes and their consequences, because we had it in our power to prevent them by measures of seeming severity to the few and real mercy to the mass.

The gasconading runaway of Toronto, Mackenzie, having, as we briefly stated, collected a handful of the Upper Canadian rebels, and a crowd of vagabonds from the United States, at Navy Island, in the Niagara River, and stored the place with munitions of war seized from the American towns, in defiance of the authorities—the “Army,” composed of 500 adventurers, being under the command of a crack-brained Yankee named Van Ransellaer—there enacted a “Provisional Government” for a brief space; till, having fretted his hour upon that stage, he decamped, bag and baggage, with his followers, to reappear on another scene in the vicinity of Detroit, at the head of Lake Erie, where a fresh gathering of “patriots” is announced. They have occupied, it is stated, an island or two in the river of Detroit, opposite Fort Malden, and some skirmishing has occurred along the coast between that place, Amherstberg, and the islands. These marauders have since, it appears, been disarmed and dispersed by the prompt interference of Governor Mason, of the Michigan State.

Before the compulsory evacuation of Navy Island by the pirates, a steamer called the *Caroline*, in the employ and occupation of the latter, although the property of an American, was cut out from her moorings in the river and destroyed, by Captain Drew, an officer of the Royal Navy employed with the local force under Colonel M'Nab, by order of the latter. The appended letters will explain the transaction, which was conducted with promptitude and spirit. It has, however, given rise to much controversy and excitement amongst the wild population of the States, on the ground of an alleged breach of neutrality. The breach, however, was committed by the Americans themselves, who openly aided and abetted the rebels to the British Crown, against which these sticklers

for a one-sided neutrality were actually waging war; and if the general and local governments of the United States found themselves incapable of arresting the course of, or punishing the actors in, this illegal warfare, it would have been a refinement of "scrupulosity" on the part of the British authorities to have suffered, with impunity, its continuance, to the detriment and danger of the loyal subjects of Great Britain, whose protection and interests were committed to their charge. But we need not resort to these arguments, if the fact be that the *Caroline* was merely moored in the waters of the Niagara, opposite the Fort of Schlosser. In either case the piratical steamer was a good prize.

The representations consequent on this affair and the piratical occupation of Navy Island by citizens of the United States, appear to have been conducted by the British authorities in a becoming spirit, and by the American Government with professions of impotent good faith:—it is deplorably evident that their power is but a shadow, wholly ineffectual in restraining the bad passions of the master mob, whenever it may please the children of nature to indulge in a natural prank, no matter how menacing or mischievous to their more civilized fellow-creatures. There is nothing like experience in testing theories of political and moral perfectibility.

In the course of these events, so calculated to embroil the two nations, the want of a *regular* American force, actuated only by a sense of public duty, has well-nigh led to the results which both Governments appeared to deprecate. Disorderly bodies of militia, fermenting with the same feuds and feelings as those they were called out to curb, were huddled together at a signal from the local Governors, sounding more like a tocsin of war to the British than of peace to the States—and of these, numbers coolly transferred their services and arms to the common enemy,—for so, in fact, were the Canadian rebels. A regular Army of 6000 men for the extent and population of the United States, no doubt gives exalted ideas of freedom; but it is that freedom from salutary restraint, in crises like the present, from which nations and families suffer more vitally and permanently than from the military tyrannies of which such "freedom" is the infallible precursor. The *précis* which we give in an adjoining page of the American War Secretary's Report on the Army, will afford a tolerably clear view of the composition and employment of that force, miserably inadequate as it is shown to be in this *exposé* where the Minister recommends an augmentation to more than double its actual numbers; while a reference to the Abstract of Estimates for the service of the British Army, which we also give, will furnish but a meagre comparison, in the absence of the various and wide-spread distribution of a body by which, with its unrivalled Navy, the British nation is upheld in its might, majesty, and dominion, while public order is supported, and countless wealth secured by their "united" arms.

It will be seen by the Estimates that credit has been taken by the Secretary-at-War, as formerly, for the full establishment of regiments—the numbers being 7996,—say 8000 more than last year; the Effectives on the 1st of January of the present year were 9152 below the establishment for service at home and abroad, exclusive of India. It is not, however, to be inferred that the Army will be completed to its full establishment; on the contrary, Lord Howick declares in a note that

such is not his intention; and, in all probability, the actual augmentation will not exceed 3000 or 4000, as we stated last month. We have reason to believe that the unexpected efficiency of the local corps in North America has rendered the Government less solicitous about the reinforcement of the Army; but this may prove a premature confidence if permanent services are looked to in that quarter under the existing organization of the local force, which, on a sudden emergency, and contending *pro aris et focis*, may succeed in coping with rebellion, and defeating bodies as irregular as themselves. But our views must not be confined to this contingency,—there are other enemies, and more serious exigencies to be guarded against. The Americans, taking counsel from experience, are about to increase their Army.

We last month threw out a suggestion, subsequently introduced in the House of Commons and discussed in the public prints, for the military colonization of Canada, and by that means effecting the twofold purpose of strengthening the defence and internal order of those provinces, and, by holding out an equivalent to the temptation by which our soldiers are misled, preventing the extensive desertion from the British regiments, by which the population and power of our neighbouring rivals are increased. There are two modes by which these important objects may be effected—either by the formation of corps, composed of men verging on the termination of their periods of service, to be employed in Canada with the prospect of grants of land, on their discharge, in the ratio of their pensions and services; the non-commissioned officers, of course, having superior allotments. Such a measure as this is recommended in the practical and valuable “Letter from Canada,” of recent date, though written immediately before the breaking out of the insurrection, which appears in our present Number. The second and auxiliary resource is to commute pensions for plots of land in North America, leaving it to the option of soldiers discharged or to be discharged on pension, who may not be disqualified by the nature or degree of disability, to accept the alternative of settlements in the colonies. So far from such a measure being expensive, we conceive that economy, the pinching passion of the day, would be promoted by its adoption. A speck of waste land would be exchanged against an annuity, which might thus be redeemed without cost to the State, which, on the contrary, would speedily and largely benefit by the spread of cultivation so created, the additional security afforded to its colonial territories, and the retrenchment of expense consequent on the cessation of the necessity for garrisoning the whole extent of our North American possessions with troops drawn from Great Britain or other colonies requiring their presence.

We are sensible that there may be various existing claims upon the Crown lands; still, sufficient, we have little doubt, will be found to remain for the above purpose. We are, also, practically aware of the helpless character of old soldiers in general, when removed from the watchful providence of their superiors, and thrown upon their own resources; but there must be a host of exceptions in so large a body, and to such only we point. A gallant correspondent, whose communication we are unable to insert at length, recommends that the lands of those prominently engaged in the late rebellion should become forfeited, and be portioned amongst the loyal veterans who so well and faithfully



discharged their public duty. Here would be another and a justifiable opening for rewards in the soil.

The organization of these pensioners into bodies of militia, liable to be called out when required in defence, not only of the country and the authority to which they owe allegiance, but of their own hearths and the soil in which they had an interest, might be arranged with ease and simplicity. A plan was, in fact, proposed some years since by Sir Archibald Christie for a similar measure with regard to pensioners in Great Britain, the leading principles of which might, we doubt not, be found applicable to the same class in Canada, where retired officers, of both Services, who have immigrated, may be found in abundance to take charge and command of this militia of regulars. The services rendered both by officers and men of this description during the passing disturbances in Canada are fresh in the recollection of the country.

To Lord Howick and his Department the Army is, undoubtedly, indebted for several measures designed for its benefit; and while his Lordship confines himself to his special province, without encroaching on the limits of a distinct authority, he will have the acknowledgments and respect of the Service. The fact of his Lordship's having permanently attached Lieutenant Tulloch, whose papers on Military Statistics have enriched the pages of this Journal, to the War-Office as Statistical Calculator, with a salary of 360*l.* per annum, attests his capacity to distinguish merit, and his judgment in applying it to the public service.

The reinforcements proceed in due season to Canada, as described in our last number. The 23rd and 71st have received orders to form their depôts.

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The Report of Mr. Poinsett, Secretary of the American War Department, dated December 2, 1837, commences with stating, that the principal part of the regular force had, during the year, been withdrawn from the posts on the frontiers and been concentrated in Florida, for the purpose of prosecuting the Indian war. The following extract will show not only the progress of the war in the last campaign, but of what kind of materials the United States army is composed. The strictures on the employment of an irregular force deserve attention.

"It is unnecessary to recapitulate the circumstances which led to this war. They are already well understood; but it may be important to state the causes which have enabled an enemy, so inferior in number and resources, to baffle the efforts of the Government to subdue them, and which have rendered the contest not only so disastrously protracted, but so very expensive. The théâtre of war, remarkable for its natural difficulties, was entirely unknown to the commanding officers of our army. They were compelled to move their forces with the utmost caution in the face of a bold, active, and wily foe, thoroughly acquainted with the passes of the rivers and morasses which intersect the country, and who hovered about their flanks, concentrating their numbers upon a point of attack with unexampled rapidity, and flying from the open ground with a swiftness that baffles the pursuit of the white man. The difficulties of transportation, — on which the success of all military operations must depend, — always great, and, in such a country, involving unusual labour, expense, and delay, were in some cases insurmountable. In several instances, when within reach of the enemy, our troops were compelled to fall back upon their magazines or baggage-trains for supplies, and thus lose the opportunity of striking an effective blow, because the subsistence stores could not be brought up for their use. Wherever it was possible, supplies were

- transported by water to points near the theatre of operations; but having to ascend rivers, steam-boats were necessarily employed, at an enormous cost to the Government. From these points the transportation became still more expensive, as well as difficult and dangerous. Numerous and well-appointed escorts had to be furnished—waggons to be dragged over pathless tracts of spongy pine, barren, through almost impassable swamps, and across marshy rivers—temporary magazines to be built, and posts to be established in the wilderness, to which further supplies of provisions and forage were to be brought, for the country is entirely destitute of both, and even the baggage-train can transport its own forage for a few days' consumption only. When it is considered that these difficulties had to be encountered and surmounted by raw, undisciplined troops, in the face of an active enemy that destroys unseen, delivering a deadly fire at an unexpected moment, and disappearing in morasses impenetrable to the eye of the white man, the zeal and persevering courage of our officers and men are worthy of all praise."

The Report then says, that it was under these circumstances the aid of Indian allies was called in:—

"The friendly Creeks were employed in the army of the south during the last campaign; but, as it has been found necessary to detain their families, at great expense, until they could be transported together to the west, they were discharged, and are on their way to their new homes. Measures were taken to supply their places, by engaging Indians of other tribes. In giving the necessary orders a clerical error was made, by which the Indians were offered higher pay than the law allows to volunteers."

The error was corrected, as soon as discovered; but the Secretary-at-War expresses a hope that Congress will vote the higher sum, so that faith may be kept with the Indians already brought to Florida.

"Another cause of unusual expense is to be found in the character of the troops employed. At first they were drafted men or volunteers, engaged for so short a period of service as to render their employment not only expensive, but inefficient; and when they were engaged for a longer time, the inexperience of their staff-officers occasioned great and unnecessary expenditures, while the description of force, chiefly mounted men, augmented very much the cost of the campaign. The remuneration this irregular cavalry received from Government, merely for the use of their horses, amounted, in six months, to a sum nearly, if not quite equal, to their real value. The Government has had, besides, to pay a large amount for horses that perished for want of forage, which the state of the country rendered it impracticable to transport in sufficient quantities for the supply of so large a body of cavalry. The irregular force thus employed in Florida during the campaign of 1836 amounted to about 10,000 men, one-half of which were cavalry, at an expense greatly exceeding that of regular troops, and by no means so efficient as half the number of that description of force.

"Notwithstanding the experience, gained during the two last campaigns, showed the great cost of employing volunteers, the department had no alternative but to engage them again, which the patriotic offers, and citizens of every part of the country enabled it to do. The nature of the climate of Florida requires that the active operations of the campaign should be concentrated into a short period of time, and this can only be effected by bringing into the field a much greater number of troops than would otherwise be necessary. The regular force, although collected from every point, was deemed inadequate, and resort has been had to militia in order to make up, with the regulars, four columns, having each the component parts of an army sufficient to encounter the whole force of the enemy, and destined to move into the interior of the peninsula from distinct points of the coast. A large squadron of ships of war and part of the marine brigade have, also, been sent to the coast of Florida to co-operate with the land forces; but, notwithstanding these great efforts and the consequent heavy expenditure, and the Florida chief, Osceola, having

been entrapped into the hands of the Americans, under the plea of treating for peace, this war is not yet at an end.

The events of this war, and the very heavy expense attending the class of troops employed, induce the Secretary to recommend to Congress the re-organization of the staff, and the propriety and even necessity of augmenting the Army of the United States. He recommends the addition of three regiments of infantry, and that the companies, both of artillery and infantry, should be increased to sixty-four rank and file, with authority vested in the President to augment their number, not to exceed 120 men, whenever the exigencies of the country may require it; and enable the executive, on any sudden emergency, to place the Army on a respectable footing of defence.

In the staff department it would appear that, as the Army is now constituted, officers are drawn off for staff duties, to the great injury of the service of the lines. The present organization does not give to regiments, or companies, any supernumerary officers: they are no more than the performance of the various duties of the military command actually require. Such is the defective state, at present, of every branch of the staff, that all are supplied from subalterns of the line. The department of the Quartermaster-General, the Commissary-General, the Engineer, the Ordnance, the Paymaster-General, and the Topographical Corps, are all compelled to make drafts from the line of the Army for the performance of their indispensable duties; and the returns of the Adjutant-General's Office, of the regiments in the field during the last campaigns in Alabama and Florida, exhibit a lamentable deficiency of officers to fulfil the duties properly belonging to them.

In the Quartermaster's department is recommended the addition of some officers of rank, with a limited number of agents, forage, waggon, and barrack-masters,—experience having shown that officers of a higher grade than those at present employed, are necessary to take charge of remote districts, and supervise the expenditure, and direct and control the complicated operations of this department in the field.

In the Adjutant-General's department the report recommends such an addition as will give an Assistant Adjutant-General to each division of the Army; and in the Commissariat the addition of four officers.

The extensive range of duties which have, of late years, devolved upon the corps of topographical engineers, renders its increase a matter of necessity. Important surveys are neglected and works of improvement are slowly and imperfectly carried on. The entire of this corps consists but of ten officers. The Secretary observes, "that to this corps it has been necessary to add, during the past year, about thirty individuals, employed as civil engineers, at compensations greater than are allowed to military engineers; thus making the cost of this branch of service much greater than it would be in the form of a perfectly organised corps. In addition to this consideration, discipline and a proper subordination cannot be introduced in a mixed service, where the smaller part only is subject to the rules and articles of war, the greater being entirely exempt, and without those positive distinctions of authority and of rank, upon which discipline so eminently depends." Besides the military duties appertaining to the engineer, the officers of this corps have also a civil employment, which consists of surveys of the coasts, rivers, harbours, bays, and water-courses, in order to their being improved for commercial and other purposes, and in superintending the various works for these improvements; in surveys of roads and canals, and in conducting all civil constructions connected with the commerce of the country, and such internal communications as Congress may direct. It has been, heretofore, the practice of the Government of the United States to lend their engineer officers to aid in constructing the works of individuals and private companies. It is recommended that this practice be immediately put a stop to.

Thus far the Report states what are the additions necessary to make the

Army of the line effective. The Secretary then submits that the system by which the Army is at present governed is radically defective. It appears that each branch is entirely independent of the other, differently organised, governed by different regulations, and, although purely military in their functions, depending only on the civil authority at the head of the department of war. To cure this defect of organization, "it is recommended that [there be created a staff-corps, to consist of the Brigadier-General, chief of the staff; six Colonels, six Lieutenant-Colonels, eight Majors, twenty Captains, and twenty First-Lieutenants, who shall exercise all the functions, and perform all the duties at present performed by the Quartermaster-General, Adjutant-General, Inspectors-General, Commissary-General of Subsistence, and their assistants, and also by the Topographical Engineers; and that the Commissariat of Purchases and the Medical Staff of the Army be attached to the said Staff Corps; thus uniting under one head an homogeneous body sufficiently numerous to insure promotion within itself, create an *esprit de corps*, excite emulation, and keep alive hope. This organization, at the same time that it secures uniformity and efficiency to the operations of the Staff, is entirely compatible with its present division into separate *bureaux*, and will not disturb the existing relations of the present officers of the corps with the branch to which they are now attached."

The increase of the rank and file and Staff of the Army above recommended has become necessary, it is considered, independently of other causes, from the greatly extended frontier—from the number and description of maritime fortresses—and from the large body of Indians which the policy pursued by the Government of the United States towards that people has concentrated upon her western borders. "When, in 1821, the army was reduced to 6127 men, the extent of our frontier did not exceed 6373 miles, along the inland portion of which the Indian tribes were separately scattered, a large portion of their numbers being within the States, and rendered harmless by the surrounding white population; and the maritime frontier was occupied by a few inconsiderable forts. Since that period its extent has been increased (by the acquisition of the Floridas and other causes) to 8500 miles, most of our principal harbours and bays have been fortified by extensive works, and the Indians concentrated on the western line, so as to present a front of not less than 45,000 warriors. The protection due by the Government to the inhabitants of this extensive and exposed portion of our country would require a much larger force than is here proposed\*, if their safety were made to depend entirely upon the regular army: and I would respectfully recommend the construction of a chain of fortresses along that line, and a competent organization of the militia of the frontier states, as important and necessary auxiliaries for this purpose. If any danger is to be apprehended from an army of *fifteen thousand men*, scattered along a frontier of more than 8000 miles, and commanded by officers educated to reverence the laws and cherish the freedom of their country, it is effectually to be guarded against by a proper organization of the militia. Their aggregate force now is little short of *a million and a half of men*; and whatever their efficiency may be against a foreign enemy, they may always be relied upon when the liberties of the country are assailed."

A Report from the Chief Engineer is incorporated with the Report of the Secretary. It contains a list of the different fortifications completed and under construction, and the full armament and amount of force which each requires to arm and garrison it; and of projected works along the sea and inland frontiers. The Chief Engineer remarks, that the pay and emoluments of the highly-talented young men who distinguish themselves above their fellows in their progress through the military academy, are insufficient for their support; and recommends that the officers of engineers be placed on the same footing as those of the cavalry of the United States.

With respect to the fortresses, it would appear that Fort Moultrie, or Sullivan Island, at the entrance of Charleston harbour, and Fort Monroe in the Chesapeake, are in a state of considerable delapidation; and the latter will require a considerable sum of money to make it even defensible. It has been decided by a decree of the civil courts, that the land on which Fort Delaware stands, on Pea Patch Island, (which protects Philadelphia, Chester, and Newcastle, and covers the great powder manufactories near Wilmington) does not belong to the Government, but to a private individual, who offered it to the Government prior to the decision, at a comparatively small sum, will not now take less than 100,000 dollars: and it has now become a question whether the Government will abandon the extensive works erected at great cost, or comply with this enormous demand.

An ordnance corps was organised in 1832, but on so limited a scale that it does not afford an officer to superintend each arsenal; and it is now recommended to add two majors and ten first-lieutenants to this branch of the service. It is suggested that arms continue to be supplied by contract; but that a national foundry be established, in which experiments may be tried, and standards of comparison constructed to which contractors should conform. The manufacture of gunpowder is to be placed under a joint board of the united service of army and navy. It is also recommended, in consequence of the great expense of transport, that a manufactory of small arms be established west of the Alleghany mountains.

Under the head of pensions, it appears that the sum necessary to meet the disbursements of the year 1837, is 2,532,149 dollars. The widows and children of officers who die in the service are in no way provided for by the Government; and it is proposed, by way of creating a fund for this purpose, that a moderate deduction be made from their pay, to such an amount and in such manner as may be agreed upon by the officers themselves. At the same time the Secretary strongly recommends an addition to the pay of the non-commissioned officers and soldiers, and to officers from the rank of second-lieutenant to that of lieutenant-colonel, on the ground of the high price paid for labour to workmen, and the demand throughout the country, and the high remuneration paid for that description of talent possessed in an eminent degree by the officers of the United States army.

The Report concludes by stating, that suitable sites have been chosen by a board of surgeons for the erection of hospitals, for the use of sick seamen and boatmen navigating the western rivers and lakes.

The following General Order, issued to the troops by Sir John Colborne, was omitted in our last for want of room:—

Head-quarters, Montreal, Dec. 12, 1837.

The active service in which the troops have been suddenly engaged since the outbreak of an organized and extensive revolt in this province, has hitherto prevented the Lieutenant-General Commanding from expressing his satisfaction at the conduct and zealous exertions of the troops in the Montreal district under his command; but his Excellency is persuaded that at no period has the energy and activity of the British Army been more conspicuous than in the severity of marches which have been lately accomplished. Although the unfavourable state of the weather, and the almost impracticable state of the roads, prevented the forces under the command of the Hon. Colonel Gore from entering the village of St. Denis on the first appearance of the revolt, the success which has since attended that officer and the force under his command, and the capture of arms and ammunition, have had the effect of restoring order and tranquillity to that section of the country. The zeal and energy evinced by Lieut.-Colonel Hughes, 24th Regiment, under whose immediate command the force proceeded to St. Denis, have been brought under the notice of the Lieut.-General Commanding, as well as the gallantry displayed by Captain Markham, 32nd Regiment, who was severely wounded in the attack. The attack upon the

enemy's fortified positions at St. Charles, so ably conducted by Lieutenant-Colonel Wetherall, so gallantly executed by himself and the force under his command, consisting of the Royal Regiment, a detachment of Royal Artillery, and 46th Regiment, and the Montreal Cavalry, led to the complete defeat of the enemy, and has essentially contributed to put down revolt on the Richelieu. \* Lieut.-Colonel Wetherall speaks most favourably of the conduct of Major Ward, of the Royal Regiment; Captain Glasgow, Royal Artillery; and Captain David, Montreal Cavalry, upon this occasion. The service upon which the troops have lately been engaged has been greatly facilitated by the spirited and unparalleled exertions of the Volunteer Corps of Montreal, some of which had only been embodied within the last fortnight; and His Excellency trusts that the same energy, forbearance, and discipline, which has characterised the troops in general, will speedily put an end to the deplorable warfare in which they are engaged.

Lieut.-General Sir J. Colborne to Major-Gen. Lord F. Somerset.

Head-Quarters, Montreal, Jan. 2nd, 1838.

I have the honour to transmit to you the copy of a letter from the Lieut.-Governor of Upper Canada, in which he acquaints me that a party of Americans have taken possession of Navy Island, and are constructing works of defence on it, and inviting others to join them, with the intention of aiding the rebels who have been driven out of the province. This island is British territory, and is north-east of Grand Island, about two miles from the confluence of the Chippewa and Niagara. I have ordered the remainder of the 24th Regiment to proceed to Niagara, and part of Major Cameron's company of artillery; they will arrive there, I hope, in a few days. The excitement in Vermont, and in the State of New York, renders it necessary that the force under my command should be constantly prepared to repel any invasion on the part of the population of the United States. I hope, however, that the failure of the rebels will have the effect of repressing the violence of the many supporters in the United States of the revolt and disturbances in Canada, and of preventing the party on Navy Island from receiving further re-inforcements. There has been no appearance of resistance to my orders in this district since my return from St. Benoit, and the measures which I have authorised for disarming the habitants generally have been acted on without difficulty.

The Hon. A. N. Macnab, Colonel Commanding, to Col. the Hon. Jonas Jones, A.B.C.

Head-Quarters, Chippewa, Dec. 30, 1837.

Saturday morning, three o'clock.

SIR,—I have the honour to report, for the information of his Excellency the Lieutenant-Governor, that having received positive information that the pirates and rebels at Navy Island had purchased a steam-boat, called the Caroline, to facilitate their intended invasion of this country—and being confirmed in my information yesterday by the boat (which sailed under British colours) appearing at that Island, I determined upon cutting her out; and having sent Captain Drew, of the Royal Navy, he, in the most gallant manner, with a crew of volunteers, performed this dangerous service, which was handsomely effected. In consequence of the heavy current it was found to be impossible to get the vessel over to this place, and it was, therefore, necessary to set her on fire. Her colours are in my possession.—I have the honour to be, Sir, &c.,

A. N. MACNAB, Col. Commanding.

P.S.—We had two or three wounded, and the pirates about the same number killed.

A. N. MACNAB,

The Hon. John Elmsley, Lieut. R.N., to the Hon. Col. A. N. Macnab.

Chippewa, Dec. 29, 1837, 8 A.M.

SIR,—I have the honour to inform you, that I have just returned from U. S. JOURN. No. 112, MARCH, 1838.

the neighbourhood of Navy Island, to which point I proceeded at day-break with my spy-glass to inspect the position of the rebel forces.

Soon after my arrival there, I perceived our eight-oared gig just rounding the northern extremity of Navy Island. She had been all round the island, and was fired at from all parts of it, with round shot, canister and grape, and musketry.

On our coming abreast at Fort Schlosser, I distinctly saw two discharges of heavy ordnance from a point on the main shore on the American side, not far from that fort.

As soon as our boat had passed, the firing ceased.

I have deemed it no more than my duty to call your attention to this fact, to the truth of which I am prepared to make affidavit whenever called upon.

I have the honour to be, Sir, your obedient servant,

J. ELMSLEY, Lieut. Royal Navy.

The Hon. Colonel A. Macnab, &c.

W. Lockwood, Esq., First Lieutenant of the St. Catherine's troop of Cavalry, to the Hon. Colonel Macnab, &c.

SIR,—I have the honour to inform you that this morning at eight o'clock, about twenty men appeared on Grand Island (two miles below Black Creek) constructing a bridge across a ravine, and when they saw a party of men on the Canada shore watching their movements, they fired a volley of musketry towards them; after having completed their work they left two men on the bridge, and retired towards the lower part of the island.—I have the honour to be, Sir, your most obedient servant,

WILLIAM LOCKWOOD,

First-Lieut. of the St. Catherine Troop of Cavalry.

To the Hon. Colonel Macnab, Commander-in-Chief  
of the Forces of Upper Canada.

Chippewa, Dec. 29, 1837.

The Hon. A. N. M'Nab to Colonel Strachan.

Head-Quarters, Chippewa, Jan. 1, 1838.

SIR,—I have the honour to inclose to you, for the information of his Excellency the Lieutenant-Governor, the Report of Commander Drew, R.N., of the capture and destruction by fire of the piratical steamer Caroline, while engaged in the service of the rebels at Navy Island. The Report of that gallant officer, his Excellency will observe, is written with that modesty which distinguishes the accounts of a brave man of his own valour; but I beg to assure his Excellency that it was a most daring and spirited action, and for which I feel most grateful to Commander Drew and the brave fellows under his command, who so nobly volunteered to perform this desperate service. I shall take an early opportunity to forward to his Excellency the names of the party under Commander Drew, that the country may know every actor in this gallant affair. It affords me the greatest satisfaction to state that Commander M'Cormack, although severely wounded, is in a fair way of recovery. Captain Arnold's wounds will, I trust, soon be healed. Captain Warren (late of 66th) is doing duty as usual.

I have, &c.

ALLAN N. M'NAB, Col. Com.

To Colonel Strachan, Military Secretary, &c.

Commander Drew, R.N., to the Hon. A. N. M'Nab, Colonel, Commanding her Majesty's Forces.

Head-Quarters, Chippewa, Dec. 30, 1837.

SIR,—I have the honour to inform you that, in obedience to your commands to burn, sink, or destroy the piratical steam-vessel which had been

plying between Navy Island and the American shore the whole of yesterday, I ordered a look-out to be kept upon her; and at about 5 P.M. of yesterday, when the day had closed in, Mr. Harris, of the Royal Navy, reported the vessel to me as having moved off Navy Island. I immediately directed five boats to be armed and manned with forty-five volunteers, and at about 11 o'clock P.M. we pushed off from the shore for Navy Island, when, not finding her there as expected, we went in search and found her moored between the Island and the main shore. I then assembled the boats off the point of the Island, and dropped quietly down upon the steamer. We were not discovered until within twenty yards of her, when the sentry upon the gangway hailed us, and asked for the countersign, which I told him we would give him when we got on board; he then fired upon us, when we immediately boarded, and found from twenty to thirty men upon her decks, who were easily overcome, and in two minutes she was in our possession. As the current was running strong, and our position close to the Falls of Niagara, I deemed it most prudent to burn the vessel, but, previously to setting her on fire, we took the precaution to loose her from her moorings, and turn her out into the stream, to prevent the possibility of the destruction of anything like American property. In short, all those on board the steamer who did not resist were quietly put on shore, as I thought it possible there might be some American citizens on board. Those who assailed us were, of course, dealt with according to the usages of war. I cannot speak too highly of the conduct of the officers and men who accompanied me; their coolness and bravery show what may be expected from them when their country requires their services: where all behaved so well it would be invidious in me to particularise any one; but I may be excused for mentioning the gallant conduct of Lieut. Shepherd M'Cormack, R.N., who nobly seconded me, and had to encounter several of the pirates in the fore part of the vessel, by which, I regret to say, he has received five desperate wounds; we have also two others wounded; and, I regret to add, that five or six of the enemy were killed. A return of our wounded I beg to subjoin.

I have, &c.

ANDREW DREW, Commander R.N.

P.S.—I beg to add, that we brought one prisoner away, a British subject, in consequence of his acknowledging that he had belonged to Duncombe's army, and was on board the steamer to join Mackenzie upon Navy Island.

ANDREW DREW.

Return of Wounded—Lieut. Shepherd M'Cormack, R.N., desperately; Captain Warren, slightly; John Arnold, severely.

ANDREW DREW.

#### GENERAL ORDER.

Head-Quarters, Chippewa, Jan. 3, 1838.

Colonel M'Nab has great satisfaction in announcing to the forces under his command, that the destruction of the steam-boat *Caroline*, in the employment of the pirates on Navy Island, which was effected in a manner so highly creditable to the gallant volunteers from the naval brigade and troops, on the night of the 29th December, 1837, has met with the unqualified approbation of his Excellency the Lieutenant-Governor, and that his Excellency desires to express to Commander Drew, and to the brave volunteers who accompanied him, his thanks for the important service they have rendered to this province, and which his Excellency will lose no time in making known to her Majesty's Government.

By Order, &c.

BROCK YOUNG, Assistant Brigade-Major.



A MEETING of Naval Officers was held on Thursday the 22nd ult., at the Thatched House, Admiral Sir George Cockburn in the Chair, to adopt preliminary measures and promote a general subscription for the erection of a Monument to NELSON. After an able address from the gallant Chairman, the proposed resolutions were unanimously adopted, and a subscription opened on the spot. Thus, ther, has this long-delayed tribute, of which we have so repeatedly urged the propriety, been put in train with the patronage of the highest and the fairest prospects of success, by the contributions of the UNITED Service and the public at large. The description of monument to be erected has not yet been settled, although the site, with the consent of the authorities, is understood to be Trafalgar-square. It will, we hope, be left to competition.

A compliment has been recently paid to Captain W. H. Smyth, of the Royal Navy, which is equally honourable to the Institution conferring and the party receiving it. The Royal Irish Academy have spontaneously elected Captain Smyth, who had not put forward any claims to the honour, a member of their distinguished body.

## NAVY ESTIMATES, 1838-9.

ABSTRACT.	Required to be Voted for the Service of the Year 1838-9.	Last Vote for the Financial Year 1837-8.
	£.	£.
Wages to Seamen and Marines . . . . .	1,072,497	1,074,727
Victuals for ditto . . . . .	520,747	463,668
Admiralty Office . . . . .	112,637	111,683
Office for Registry of Merchant Seamen . . . . .	2,425	2,365
Scientific Branch . . . . .	26,230	33,270
Her Majesty's Establishments at Home . . . . .	121,793	120,897
Her Majesty's Establishments Abroad . . . . .	18,384	19,654
Wages to Artificers, &c., employed in her Majesty's Establishments at Home . . . . .	450,093	448,535
Wages to Artificers, &c., employed in her Majesty's Establishments Abroad . . . . .	24,850	24,835
Naval Stores, &c., for the Building and Repair of Ships, Docks, Wharfs, &c. . . . .	554,383	514,827
New Works and Improvements and Repairs in the Yards, &c. . . . .	89,786	111,048
Medicines and Medical Stores . . . . .	17,847	18,160
Miscellaneous Services . . . . .	73,681	60,166
Total for the Effective Service . . . . .	3,085,853	3,003,335
Half-pay to the Officers of the Navy and Royal Marines . . . . .	783,682	810,771
Military Pensions and Allowances . . . . .	525,856	528,649
Civil Pensions and Allowances . . . . .	200,633	208,765
Total for the Naval Service . . . . .	4,596,024	4,551,520
For the Service of other Departments of Government:—		
Army and Ordnance Departments (Conveyance of Troops, &c.) . . . . .	149,636	139,053
Home Department (Convict Service) . . . . .	66,380	98,188
Grand Total . . . . .	4,811,990	4,788,761

MINTO.

DALMENY.

## SUPPLEMENTAL ESTIMATE.

Of the Charge which will probably be incurred for the Maintenance, Clothing, and other Expenses of the Provisional Force, which has been maintained at the Cape of Good Hope, for the temporary Service of Her Majesty.

From the 1st April, 1838, to the 31st March, 1839, upon Account . . . £10,000

War-Office, 26th Jan., 1838.

HOWICK.

Abstract of the Estimates of Effective Army Services for 365 Days,  
from the 1st April, 1838, to the 31st March, 1839.

SERVICES.	Numbers.					Charge.	Appropriations in Aid.	Amount to be Provided.	
	Horses.	Officers.	Non-Commissioned Officers, Trumpeters, & Drummers.	Rank and File.	All Ranks According to Establishment.			Totals of each Service.	Totals of each Class.
1 Land Forces { 1st the United Kingdom and in the Colonies In the East Indies	6,493	4,540	6,437	78,328	89,305	£. 3,309,779	£. 56,817	£. 3,252,962	£.
2 Staff Officers	2,805	1,117	1,317	17,288	19,732	682,948	682,948	151,884	
3 Public Departments	..	..	..	..	..	60,982	3,982	57,000	
4 Royal Military College	..	..	..	..	..	17,924	17,924		3,461,846
5 Royal Military Asylum and Hibernian School	..	..	..	..	..	16,583	780	15,803	
6 Volunteer Corps	..	..	..	..	..	80,280	..	80,280	15,803
	9,298	5,657	7,754	95,616	105,027	4,324,352	76,424		80,280
Deduct the numbers of Horses and Men of Regiments in India and Charge defrayed by the East India Company	2,805	1,117	1,317	17,288	19,732	682,948	682,948		
	6,493	4,540	6,437	78,328	89,305	3,641,404	83,475		
Deduct Appropriations in Aid	..	..	..	..	..	83,475	..		
Amount to be provided to the 31st March, 1839	..	..	..	..	..	3,557,929	..	..	3,557,929

War-Office, 26th January, 1838.

Howick.

Abstract of the Estimates of Non-Effective Army Services, from the 1st April, 1838,  
to the 31st March, 1839.

SERVICES.	Numbers of Officers and Men.	Charge.	Appropriations in Aid.	Amount to be Provided.
7. Rewards for Military Services	..	£. 5,981	..	£. 15,981
8. Army Pay of General Officers	229	103,000	..	103,000
9. Full Pay for Retired Officers	401	60,000	..	60,000
10. Half-Pay and Military Allowances	5,005	529,000	..	529,000
11. Foreign Half-Pay, &c.	601	69,500	..	69,500
12. Widows' Pensions	..	148,650	..	148,650
13. Compassionate Allowances, Bounty, Warrants, and Pensions for Wounds	..	139,000	..	139,000
14. In-Pensioners of Chelsea and Kilmainham, and Out-Pensioners of Chelsea	79,332	1,310,764	290	1,310,474
15. Superannuation Allowances	..	44,230	230	44,000
Numbers and Charge to 31st March, 1839	85,561	2,420,125	520	
Deduct Appropriations in Aid	..	520	..	
Amount to be provided to 31st March, 1839	..	2,419,605	..	2,419,605

MEMORANDUM.—By the Act 4 Geo. IV. c. 71. a sum of £60,000 per Annum is paid into Her Majesty's Exchequer by the East India Company, on account of the charge for Retiring Pay and Pensions, and other expenses of that nature, arising in respect of Her Majesty's Forces serving in India. This sum is applied towards the general expenses of the State.

War-Office, January, 1838.

Howick.

## ESTIMATES OF ARMY SERVICES, FROM

Comparative Abstract of the Estimates of Army Services, for the Year ending 31st March, 1838, to be maintained, the Probable Charges, and the Amounts

EFFECTIVE SERVICES.		NUMBERS . . . . .					
		Horses.			Officers.		
		1837-8.	1838-9.	More in 1838-9.	1837-8.	1838-9.	More in 1838-9.
Land Forces	{ In the United Kingdom and the Colonies . . . . .	5,914	6,493	579	4,515	4,540	25
	{ In the East Indies . . . . .	2,804	2,805	1	1,116	1,117	1
	Totals . . . . .	8,718	9,298	..	5,631	5,657	..
Difference of Numbers . . . . .		..	..	580	..	..	26

		CHARGE . . . . .		
		Probable . . . . .		
		1837-8.	1838-9.	
1. { Land Forces—Gross Charge, which is thus distributed, In the United Kingdom and in the Colonies In the East Indies	£.	3,817,973	£.	3,992,727
		3,140,531		3,309,779
		677,442		682,948
		158,150		155,856
		57,837		60,992
		17,924		17,924
		16,399		16,583
		105,407		80,280
	Totals . . . . .	4,173,850		4,324,352
	Deduct, Charge defrayed by the East India Company . . . . .	677,442		682,948
Deduct 1837-8 from 1838-9, and Decrease from Increase . . . . .		3,496,408		3,641,404
Remains Increase of Charge and of Amount to be provided . . . . .		..		144,996

NON-EFFECTIVE SERVICES.		NUMBERS.					
		1837-8.	1838-9.	More in 1838-9.	Less in 1838-9.		
7. Rewards for Military Services . . . . .		..	..	..	..	16,432	15,981
8. Army Pay of General Officers . . . . .		243	222	..	21	113,000	103,000
9. Full Pay of Retired Officers . . . . .		443	401	..	42	66,500	60,000
10. Half Pay and Military Allowances . . . . .		5,215	5,005	..	210	543,000	529,000
11. Foreign Half Pay . . . . .		627	601	..	26	71,800	69,500
12. Widows' Pensions . . . . .		..	..	..	..	148,728	148,650
13. Compassionate Allowances . . . . .		..	..	..	..	146,500	139,000
14. { In-Pensioners of Chelsea and Kilmainham and Out-Pensioners of Chelsea . . . . .		78,699	79,332	633	..	1,326,294	1,310,764
15. Superannuation Allowances . . . . .		..	..	..	..	47,151	44,230
Totals . . . . .		85,227	85,561	633	299	2,485,405	2,420,125
Deduct 1837-8 from 1838-9, and Increase from Decrease . . . . .		..	334	299	..	2,420,125	..
Remains Increase in Numbers, and Decrease in Charge and Amount to be provided . . . . .		..	334	334	..	65,280	..
Totals—Effective Services . . . . .		101,031	109,027	7,996	..	4,173,850	4,324,352
Ditto—Non-Effective Services . . . . .		85,227	85,561	334	..	2,485,405	2,420,125
Deduct India . . . . .		186,258	194,588	8,330	..	6,659,255	6,744,477
Totals . . . . .		19,720	19,722	2	..	677,442	682,948
Deduct 1837-8 from 1838-9, and Decrease from Increase . . . . .		166,538	174,866	8,328	..	5,981,813	6,061,529
Totals . . . . .		..	166,538	..	..	..	5,981,813
Remains Increase of Numbers, . . . . .		..	8,338	8,328	..	Increase of Charge	79,718

1st APRIL, 1838, to 31st MARCH, 1839.

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and for the Year ending 31st March, 1839; showing the Difference between the Numbers to provided or to be provided after deducting Appropriations in Aid.

NUMBERS.

Non-commissioned Officers, Trumpeters, and Drummers.			Rank and File.			All Ranks.		
1837-8.	1838-9.	Differ. in 1838-9.	1837-8.	1838-9.	More in 1838-9.	1837-8.	1838-9.	More in 1838-9.
6,443	6,437	Less 6	70,353	73,328	7,975	81,811	89,305	7,994
1,316	1,317	More 1	7,288	7,288	..	19,720	19,722	2
7,759	7,754	..	87,641	95,616	..	101,631	109,027	..
..	..	Less 5	..	..	7,975	..	Increase	7,996

CHARGE.

Charges.		Appropriations in Aid.		Amount to be provided after deducting Appropriations in Aid.			
More in 1838-9.	Less in 1838-9.	1837-8.	1838-9.	1837-8.	1838-9.	More in 1838-9.	Less in 1838-9.
£.	£.	£.	£.	£.	£.	£.	£.
171,754	..	706,321	739,765	3,111,652	3,252,962	141,310	..
169,248	..	29,879	56,817	3,111,652	3,252,962	141,310	..
5,506	..	677,442	682,948	(Charged defrayed by the East India Company.)			
..	2,294	3,933	3,932	154,197	151,884	..	2,313
2,925	..	1,080	3,942	56,917	57,000	83	..
..	..	17,924	17,924	(Charge defrayed by the Subscriptions of Gent. Cadets.)			
184	..	275	780	16,124	15,803	..	321
..	25,127	..	..	105,407	80,280	..	25,127
177,923	27,421	729,553	766,423	3,444,297	3,557,929	141,393	27,761
5,506	..	677,442	682,948	..	..	..	..
172,417	27,421	52,111	81,475	..	3,444,297	27,761	..
27,421	..	..	52,111	..	..	..	..
144,996	..	..	31,364	..	113,632	113,632	..
..	451	..	..	16,432	15,981	..	451
..	10,000	..	..	113,000	103,000	..	10,000
..	6,500	..	..	66,500	60,000	..	6,500
..	20,000	..	..	549,000	529,000	..	20,000
..	2,300	..	..	71,800	69,500	..	2,300
..	78	..	..	148,728	1,650	..	78
..	7,500	..	..	146,500	139,000	..	7,500
..	15,530	50	290	1,326,244	1,310,474	..	15,770
..	2,921	151	230	47,000	44,000	..	3,000
..	65,280	201	520	2,485,204	2,419,605	..	65,599
..	..	..	201	2,419,605	..	..	..
..	65,280	..	319	65,599	..	..	65,599
177,923	27,421	729,553	766,423	3,444,297	3,557,929	141,393	27,761
..	65,280	201	520	2,485,204	2,419,605	..	65,599
177,923	92,701	729,754	766,943	5,929,501	5,977,534	141,393	92,360
5,506	..	677,442	682,948	..	..	..	..
172,417	92,701	52,312	83,995	5,929,501	5,977,534	141,393	92,360
92,701	..	..	52,312	..	5,929,501	..	..
79,716	..	Increase of Ap- propriations.	31,683	Incr. of Amount to be provided	48,033	48,033	..

## COMPARATIVE ABSTRACT

Votes.		ORDINARY.	£
1.	Civil Establishments (Tower and Pall-Mall) . . . . .		8,131
	Departments, Woolwich . . . . .		13,989
2.	Salaries at Home Stations . . . . .		33,266
	Do. at Stations in Ireland and Foreign Stations . . . . .		33,101
	Do. Barrack-Masters, &c., Great Britain, Ireland, and Foreign Stations . . . . .		
3.	Master Gunners . . . . .		..
4.	Royal Engineers, Sappers and Miners, and Royal Staff Corps . . . . .		..
5.	Royal Regiment of Artillery . . . . .		..
	Do. do. three additional Companies . . . . .		..
6.	Horse Artillery, &c. . . . .		..
7.	Field Train . . . . .		..
8.	Medical Establishment . . . . .		..
9.	Academical Establishment . . . . .		..
Total of the Ordinary . . . . .			..
EXTRAORDINARIES.			
10.	Charge for the Superintendence of Ordnance Works and Repairs, Great Britain, Ireland, and the Colonies . . . . .		30,826
	Ordnance Works and Repairs, and Storekeepers' Expenditure in Great Britain, Ireland, and the Colonies . . . . .		147,006
	Charge for the Superintendence of the Building and Repair of Barracks in Great Britain, Ireland, and the Colonies . . . . .		30,826
	Building and Repair of Barracks in Great Britain, Ireland, and the Colonies . . . . .		130,631
	Barrack Masters' Expenditure, Allowances to Barrack Masters, and Lodging-money to Officers, in Great Britain, Ireland, and the Colonies . . . . .		55,356
	11. Military, Civil, and Barrack Contingencies . . . . .		..
	12. Stores { Ordnance . . . . . £70,000		..
	{ Military Store Branch . . . . . 55,000		..
	Total of the Extraordinaries . . . . .		..
	13. Unprovided . . . . .		..
14.	Superannuated . . . . .		..
15.	Commissariat Supplies for Great Britain, Ireland, and the Colonies . . . . .		..
RECAPITULATION.			
	Ordinary . . . . .		..
	Extraordinaries . . . . .		..
	Unprovided . . . . .		..
	Superannuated . . . . .		..
	Commissariat Supplies . . . . .		..
To be Expended . . . . .			..
Deduct Credits:			
By Rents, Sale of Lands and Premises, Sale of Old Stores, Rent of Canteens, &c. . . . .			..
Total to be Voted . . . . .			..

OF THE ESTIMATE.

Page.	1838-9.	1837-8.	1838-9.	
			More.	Less.
4	£. 60,408	£. 66,975	£. . . .	£. 6,567
16	88,487	{ 84,163 * 2,193 }	2,131	.. .
18	4,391	4,447	..	56
18	74,222	{ 74,259 2,528 }	..	2,565
20	274,563	274,625	9,171	..
20	9,233		..	153
20	36,035	36,188	..	..
20	602	602	..	175
22	9,954	10,129	..	..
22	..	..	..	..
22	557,895	556,109	14,302	9,516
17	394,645	366,287	28,358	..
23	140,418	138,746	1,672	..
23	125,000	65,000	60,000	..
23	660,063	570,033	90,030	..
24	3,179	8,324	..	5,145
25	166,969	169,847	..	2,878
27	262,298	† 294,886	..	32,588
22	557,895	556,109	1,786	..
23	660,063	570,033	90,030	..
24	3,179	8,324	..	5,145
25	166,969	169,847	..	2,878
27	262,298	294,886	..	32,588
..	1,650,404	1,599,199	91,816	40,611
			51,205	
23	103,453	200,956	97,503	
..	1,546,951	1,398,243	148,708	

\* £2193 was the amount of the last annual Grant for the Commissariat Establishment in Ireland, the duties of which, with two Clerks, have been transferred to the Ordnance.

† This sum (2528/.) was voted upon the Army Estimates for 1837-8 for the Royal Staff Corps, employed on the Military Canal in Kent and Sussex, which has been transferred to the Ordnance Department

More . . . £1786.

More . . . £90,030.

‡ Of this sum 91,508/ for Ireland was voted upon the Commissariat Estimate for 1837-8, but the Supplies are now provided for in the present Estimate, the Service having been transferred to the Ordnance Department.

More to be expended.

Less Credits.

More to be Voted.

## STATIONS OF THE BRITISH ARMY ON 1st MARCH, 1838.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

- 1st Life Guards—Windsor.  
 2nd do.—Regent's Park.  
 Royal Horse Guards—Hyde Park.  
 1st Dragoon Guards—Dundalk, ord. for Canada.  
 2nd do.—Cahir.  
 3rd do.—Ipswich.  
 4th do.—Manchester.  
 5th do.—Birmingham.  
 6th do.—Brighton.  
 7th do.—York.  
 1st Dragoons—Cork.  
 2nd do.—Dublin.  
 3rd do.—Bengal.  
 4th do.—Bombay.  
 6th do.—Dorchester.  
 7th Hussars—Dublin, ord. for Canada.  
 8th do.—Newbridge.  
 9th Lancers—Glasgow.  
 10th Hussars—Nottingham.  
 11th Light Dragoons—Bengal, ordered home.  
 12th Lancers—Hounslow.  
 13th Light Dragoons—Madras.  
 14th do.—Edinburgh.  
 15th Hussars—Leeds.  
 16th Lancers—Bengal.  
 17th do.—Coventry.  
 Grenadier Guards [1st batt.]—Tower.  
 Do. [2nd battalion]—St. George's B.  
 Do. [3rd battalion]—Portman B.  
 Coldstream Guards [1st batt.]—Windsor.  
 Do. [2nd battalion]—Wellington B.  
 Sc. Fusilier Guards [1st batt.]—Dublin.  
 Do. [2nd battalion]—St. John's Wd.  
 1st Foot [1st battalion]—Athlone.  
 Do. [2nd battalion]—Canada; Plymouth.  
 2nd do.—Bombay; Chatham.  
 3rd do.—Bengal; Chatham.  
 4th do.—Madras; Chatham.  
 5th do.—Ionian Isles; Portsmouth.  
 6th do.—Bombay; Chatham.  
 7th do.—Dublin.  
 8th do.—America; Galwa.  
 9th do.—Bengal; Chatham.  
 10th do.—Fermoy.  
 11th do.—On passage to Bermuda; Kinsale.  
 12th do.—Mauritius; Kinsale.  
 13th do.—Bengal; Chatham.  
 14th do.—West Indies; Brecon.  
 15th do.—Canada; Buttvant.  
 16th do.—Bengal; Chatham.  
 17th do.—Bombay; Chatham.  
 18th do.—Ceylon; Castlebar.  
 19th do.—Templemore.  
 20th do.—Canterbury.  
 21st do.—Van Diemen's Land; Chatham.  
 22nd do.—Cork.  
 23rd do.—Dublin, ord. for Canada.  
 24th do.—Canada; Portsmouth.  
 25th do.—Limerick.  
 26th do.—Bengal; Chatham.  
 27th do.—Cape of G. Hope, Chatham.  
 28th do.—N. S. Wales; Chatham.  
 29th do.—Mauritius, ord. home; Devonport.  
 30th do.—Bermuda; Sunderland.  
 31st do.—Bengal; Chatham.  
 32nd do.—Canada; Devonport.  
 33rd do.—Gibraltar; Boyle.  
 34th do.—Canada; Fermoy.  
 35th do.—Mauritius; Londonderry.  
 36th do.—W. Indies; Devonport.  
 37th do.—Jamaica; Plymouth.  
 38th do.—Dublin.  
 39th Foot—Madras; Chatham.  
 40th do.—Bombay; Chatham.  
 41st do.—Madras; Chatham.  
 42nd do.—Glasgow.  
 43rd do.—Canada; Plymouth.  
 44th do.—Bengal; Chatham.  
 45th do.—Madras, on passage home; Chatham.  
 46th do.—Gibraltar; Cork.  
 47th do.—Malta; Portsmouth.  
 48th do.—Birr.  
 49th do.—Bengal; Chatham.  
 50th do.—New South Wales; Chatham.  
 51st do.—Chatham, for Van Diemen's Land.  
 52nd do.—Gibraltar; Newcastle.  
 53rd do.—Ionian Isles; Dublin.  
 54th do.—Madras; Chatham.  
 55th do.—Madras; Chatham.  
 56th do.—Jamaica; Sheerness.  
 57th do.—Madras; Chatham.  
 58th do.—Ceylon; Youghal.  
 59th do.—Malta; Armagh.  
 60th do. [1st batt.]—Corfu; Hull.  
 Do. [2nd batt.]—Corfu; Jersey.  
 61st do.—Ceylon; Cashel.  
 62nd do.—Madras; Chatham.  
 63rd do.—Madras; Chatham.  
 64th do.—Jamaica; Dundee.  
 65th do.—America; Naas.  
 66th do.—Canada; Fermoy.  
 67th do.—W. Indies; Chatham.  
 68th do.—Jamaica; Waterford.  
 69th do.—W. Indies; Dover.  
 70th do.—Malta, ord. for W. Indies; Guernsey.  
 71st do.—Kilkenny, ord. for Canada.  
 72nd do.—Cape of Good Hope; Clonmel.  
 73rd do.—Gibraltar, ord. for America; Cork.  
 74th do.—West Indies; Stirling.  
 75th do.—Cape of Good Hope; Drogheda.  
 76th do.—W. Indies; Fort George.  
 77th do.—Malta; Newbridge.  
 78th do.—Buttevant.  
 79th do.—Edinburgh.  
 80th do.—N. S. Wales; Chatham.  
 81st do.—Gibraltar; Carlisle.  
 82nd do.—Gibraltar; Nenagh.  
 83rd do.—Canada; Chester Castle.  
 84th do.—Jamaica, ord. home; Gosport.  
 85th do.—Canada; Tralee.  
 86th do.—Manchester.  
 87th do.—Mauritius; Longford.  
 88th do.—Bolton.  
 89th do.—West Indies; Gosport.  
 90th do.—Ceylon; Portsmouth.  
 91st do.—St. Helena; Paisley.  
 92nd do.—Malta; Mullingar.  
 93rd do.—America; Cork.  
 94th do.—Dublin.  
 95th do.—Belfast.  
 96th do.—Enniskillen.  
 97th do.—Stockport.  
 98th do.—Weedon.  
 99th do.—Fermoy.  
 Rifle Brig. [1st batt.]—Woolwich.  
 Do. [2nd batt.]—Portsmouth.  
 Royal Staff Corps—Hythe.  
 1st West India Regiment—St. Lucia, &c.  
 2nd do.—New Providence and Honduras.  
 Ceylon Rifle Regiment—Ceylon.  
 Cape Mounted Riflemen—Cape of Good Hope.  
 Royal African Colonial Corps—Sierra Leone.  
 Royal Newfoundland Veteran Comp.—Newfd.  
 Royal Malta Fencibles—Malta.

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## STATIONS OF THE ROYAL NAVY IN COMMISSION 1st FEB., 1838.

- Actæon, 26, Capt. Lord Edward Russell, South America.  
 Ætna, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.  
 African, st. sur. v. Capt. F. W. Beechey, Coast of Ireland.  
 Albani, st. v. Lieut. E. B. Tinsley, W. Indies.  
 Algerine, 10, Lieut. W. S. Thomas, East Indies.  
 Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., K.C.H., particular service.  
 Andromache, 28, Captain R. J. Baynes, C.B., Sheerness.  
 Asia, 84, Capt. W. Fisher, Mediterranean.  
 Astræa, 6, Capt. J. H. Plumridge, Falmouth.  
 Batham, 50, Capt. A. L. Gorry, Mediterranean.  
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacon, 8, sur. v. Lieut. T. Graves, Mediter.  
 Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.  
 Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.  
 Blazer, st. v. Lieut. J. M. Waugh, par. ser.  
 Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.  
 Boxer, st. v. Lieut. F. Bullock, par. ser.  
 Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.  
 Britomart, 10, Lieut. O. Stanley, par. ser.  
 Brisk, 3, Lieut. A. Kellett, Portsmouth.  
 Buzzard, 3, Lieut. J. L. R. Stoll, C. of Afr.  
 Calliope, 28, Captain T. Herbert, Plymouth.  
 Cameleon, 10, Lieut. J. Bradley, Lisbon station.  
 Carron, st. v. Lieut. E. E. Owen, West Indies.  
 Caryfort, 26, Capt. H. B. Martin, Mediter.  
 Castor, 36, Capt. E. Collier, Mediterranean.  
 Ceylon, 3, Lieut. J. G. McKenzie, rec. sh. Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Champbis, 3, Lieut. Hon. R. Gore, Chatham.  
 Childers, 16, Com. Hon. H. Keppel, Mediter.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Clio, 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbine, 18, Com. T. Henderson, Coast of Africa.  
 Comet, st. v. Lieut. G. T. Gordon, par. ser.  
 Comus, 18, Com. Hon. P. P. Cay, West Indies.  
 Constance, st. v. Lieut. W. Arlett, Mediter.  
 Conway, 28, Capt. C. R. Drinkwater, E. Indies.  
 Corwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.  
 Crocodile, 28, Capt. J. Polkinghorne, West Indies.  
 Cruiser, 16, Com. R. H. King, Sheerness.  
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.  
 Dee, st. v. Com. Jo. Sherer, K.H., Woolwich.  
 Dido, 18, Capt. L. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. J. B. Marsh, C. of Africa.  
 Donegal, 78, Rear-Adm. Sir J. A. Ommamoy, Capt. J. Drake, Lisbon.  
 Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. R. Tait, S. America.  
 Echo, st. v. Lieut. W. James, West Indies.  
 Edinburgh, 74, Capt. W. W. Henderson, K.H., Lisbon.  
 Electra, 18, Com. W. Preston, South America.  
 Espoir, 10, Lieut. J. T. Paulson, Plymouth.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.  
 Fairy, 10, sur. v. Capt. W. Hewett, Woolwich.  
 Favourite, 18, Com. W. Croker, East Indies.  
 Firefly, st. v. Lieut. J. Pearce, par. ser.  
 Flamer, st. v. Lieut. J. M. Potbury, W. Indies.  
 Fly, 18, Com. R. Elliott, South America.  
 Forester, 3, Lieut. G. P. Rosenberg, Coast of Africa.  
 Gannet, 16, Capt. W. G. H. Whish, Sheerness.  
 Griffon, 3, Lieut. J. G. D'Urban, West Indies.  
 Harlequin, 16, Com. J. E. Erskine, Mediterranean.  
 Harry, 10, W. Indies.  
 Harrier, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Captain E. E. Loch, Chatham.  
 Hazard, 16, Com. J. Wilkinson, C. of Africa.  
 Hercules, 74, Capt. J. T. Nicolas, C.B., K.H., par. ser.  
 Hornet, 6, Lieut. H. Baillie, S. America.  
 Howe, 120, Vice-Adm. Sir R. O'way, Bt. K.C.B., Capt. C. H. Paget, Sheerness.  
 Hyacinth, 18, Com. W. Warren, East Indies.  
 Imogene, 28, Capt. H. W. Bruce, S. America.  
 Inconstant, 36, Capt. D. Pring, particular serv.  
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.  
 Larnie, 18, Com. P. J. Blake, East Indies.  
 Leveret, 10, Lieut. C. I. Bosanquet, Coast of Africa.  
 Lightning, st. v. Lt. Jas. Shambler, par. ser.  
 Lily, 16, Com. J. Reeve, Plymouth.  
 Lynx, 3, Lieut. H. Broadhead, Coast of Africa.  
 Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H., West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jamaï.  
 Magpie, 4, Lieut. T. S. Brock, Mediterranean.  
 Malabar, 74, Captain Ed. Harvey, Plymouth.  
 Medea, st. v. Com. J. N. Nott, Woolwich.  
 Megera, st. v. Lieut. H. C. Goldsmith, Sheer.  
 Melville, 74, Rear-Adm. Hon. G. Elliott, C.B., Capt. Hon. R. S. Dundas, Cape of Good Hope and Coast of Africa.  
 Meteor, st. v. Lieut. R. D. Pritchard, Woolwich.  
 Minden, 74, Capt. A. R. Sharpe, C.B., Med.  
 Modeste, 18, Com. H. Eyres, Woolwich.  
 Nautilus, 10, Lieut. G. Beaufoy, Portsmouth.  
 Nimrod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Captain Lord John Hay, Lisbon station.  
 Orestes, 18, Com. J. J. F. Newell, Mediter.  
 Partridge, 10, Lieut. W. Morris, Sheerness.  
 Pearl, 20, Com. Lord C. E. Paget, W. Indies.  
 Pelican, 16, Com. B. Popham, Coast of Africa.  
 Pelorus, 16, Com. F. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moresby, C.B., Medit.  
 Phoenix, st. v. Com. W. H. Henderson, Lisbon station.  
 Pickle, 5, Lieut. P. Hast, W. Indies.  
 Pincher, Lieut. T. Hope, Chatham.  
 Pique, 36, Capt. E. Boxer, particular service.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 President, 52, Rear-Adm. C. B. Ross, C.B., Capt. J. S. Scott, South America.  
 Princess Charlotte, 104, Adm. Hon. Sir R. Stopford, G.C.B., Capt. A. Fanshawe, Med.  
 Pylades, 18, Com. W. L. Castle, East Indies.  
 Racehorse, Com. H. W. Craufurd, Lisbon sta.  
 Racer, 16, Com. J. Hope, West Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 16, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.  
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.  
 Rhadamanthus, st. v. Com. A. Wakefield, Mediterranean.  
 Ringdove, 16, Com. H. S. Nixon, W. Indies.  
 Rodney, 92, Capt. Hyde Parker, Mediter.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beauleark, G.C.B., G.C.H.; Capt. Sir Wm. Elliott, C.B., K.C.H., Plymouth.  
 Royal George, yacht, Capt. Lord A. Fitzclarence, G.C.



Royal Sovereign, yacht, Capt. Sup. S. Jackson, C.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.  
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Medn.  
 Salamander, st. v. Com. S. C. Dacres, Lisbon station.  
 Samarang, 28, Capt. W. Broughton, S. America.  
 San Josef, 110, Capt. J. Hancock, C.B., guard-ship, Plymouth.  
 Sapphire, 28, Capt. R. F. Rowley, Mediterran.  
 Sappho, 16, Com. T. Fraser, West Indies.  
 Saracen, 10, Lieut. H. W. Hill, Co. of Africa.  
 Satellite, 18, Com. I. Robb, West Indies.  
 Savage, 10, Lieut. Hon. E. R. Curzon, Plymouth.  
 Scorpion, 10, Lieut. C. Gayton, Mediterranean.  
 Scout, 18, Com. R. Craigie, Coast of Africa.  
 Scylla, 16, Com. Hon. J. Denman, Lisbon sta.  
 Seaflower, 4, Lieut. J. Roche, Portsmouth.  
 Seringapatam, 46, Capt. J. Leith, West Indies.  
 Serpent, 16, Com. R. L. Warren, W. Indies.  
 Skipjack, 5, Lieut. J. J. Robinson, W. Indies.  
 Snake, 16, Com. A. Milne, West Indies.  
 Sparrow, 10, Lieut. R. Lowcay, par. service.  
 Sparrowhawk, 16, Com. J. Shepherd, South America.  
 Speedy, 8, Lieut. J. M. Mottley, particular serv.  
 Spider, 6, Lieut. J. O'Reilly (a) South America.  
 Spitfire, st. v. 6, Lieut. A. Kennedy, particular service.  
 Stag, 46, Capt. T. B. Sullivan, C.B., S. America.  
 Starling, sur. v. Lieut. H. Kellett, S. America.  
 Sulphur, sur. v. Com. E. Belcher, S. America.  
 Talavera, 74, Capt. W. B. Mends, Mediter.

Tartarus, st. v. Lieut. G. W. Smith, Woolwich.  
 Temeraire, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.  
 Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Wauchope, Cape of Good Hope and Coast of Africa.  
 Thunder, sur. v. Lieut. T. Smith, West Indies.  
 Tribune, 24, Capt. J. Tomkinson, Sheerness.  
 Trinculo, 16, Com. H. E. Coffin, Lisbon station.  
 Twgeti, 20, Com. Hon. F. T. Pelham, Lisbon sta.  
 Type, 28, Capt. J. Townshend, Med.  
 Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B. Mediterranean.  
 Vestal, 26, Capt. T. W. Carter, par. ser.  
 Victor, 16, Com. R. Cropler, East Indies.  
 Victory, 104, Capt. T. Searle, C.B., guard-ship, Portsmouth.  
 Viper, 6, Lieut. W. Winniett, Coast of Africa.  
 Volage, 28, Capt. H. Smith, Portsmouth.  
 Volcano, st. v. Lieut. W. M'Ilwaine, Medn.  
 Wanderer, 16, Com. T. Bushby, West Indies.  
 Wasp, 18, Com. Hon. D. W. A. Pelham, Lisbon station.  
 Water Witch, 10, Lieut. W. Dickey, C. of Africa.  
 Wellesley, 74, Rear-Admiral Sir F. L. Maitland, K.C.B.; Capt. T. Maitland, E. Indies.  
 William and Mary, yacht, Capt. P. Hornby, Woolwich.  
 Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K.C.B.; Captain E. Spaushott, K.H., East Indies.  
 Wizard, 10, Lieut. E. L. Harvey, S. America.  
 Wolf, 18, Com. E. Stanley, East Indies.  
 Wolverine, 16, Com. Hon. E. Howard, Mediter.  
 Zebra, 16, Capt. R. C. McCrea, East Indies.

## SLOOP OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.  
 Briseis, Lieut. John Downey.  
 Delight, Lieut. J. Moore (b).  
 Express, Lieut. W. G. Croke.  
 Goldfinch, Lieut. Edw. Collier.  
 Hope, Lieut. W. L. Rees.  
 Lapwing, Lieut. F. R. Coghlan.  
 Linnet, Lieut. W. Downey.  
 Lyra, Lieut. W. Forrester.  
 Magnet, Lieut. S. Griffith.  
 Mutine, Lieut. Richard Pawle.  
 Nightingale, Lieut. G. Fortescue.

Opdsam, Lieut. Robt. Peter.  
 Pandora, Lieut. R. W. Innes.  
 Pigeon, Lieut. W. Luce.  
 Ranger, Lieut. J. H. Turner.  
 Reindeer, Lieut. H. P. Dicken.  
 Seagull, Lieut. J. Parsons.  
 Sheldrake, Lieut. A. R. L. Passingham.  
 Skylark, Lieut. C. P. Ludd.  
 Spey, Lieut. Rob. B. James.  
 Star, Lieut. C. Smith.  
 Swift, Lieut. D. Welch.  
 Tyrian, Lieut. Ed. Jennings.

## PROMOTIONS AND APPOINTMENTS.

## NAVY.

## PROMOTIONS.

## TO BE COMMANDERS.

J. C. Umfreville.  
 R. Wadham, retired.  
 H. Wells Gifford.  
 Jas. V. Baker.

## TO BE LIEUTENANTS.

R. F. Lewis.  
 W. H. Dobbie.  
 J. N. Strange.

## TO BE MASTER.

James Saunders.

## APPOINTMENTS.

## CAPTAINS.

F. E. Loch.....Hastings.  
 R. L. Baynes, C.B. ....Andromache.  
 Edw. Harvey.....Malabar.  
 S. Jackson, C.B. Superintendent of Pembroke Dockyard.

## COMMANDERS.

C. Festing .....Hercules.  
 H. I. Worth .....Hastings.  
 R. H. King .....Cruizer.  
 Jos. Sherer, K.H. ....Dee.  
 S. N. Nott .....Medea.  
 W. P. Stanley .....Malabar.

## LIEUTENANTS.

E. P. Charlewood ....Excellent.  
 J. Fitzjames .....Do.  
 G. W. Smith...to com. Tartarus.  
 R. G. Welsh .....Hercules.  
 O. H. Dyke .....Scylla.  
 Hon. R. Gore..to com. Charybdis.  
 R. D. Prichard..to com. Meteor.  
 W. Roberts (b)..to com. Dasher.  
 Hon. H. A. Murray...Modeste.  
 J. M. Hayes .....Cruizer.  
 G. Gifford .....Medea.  
 H. Harvey .....Dee.  
 A. L. G. Dixon.....Malabar.  
 G. Kenyon .....Do.  
 H. P. White .....Do.

## MASTERS.

- C. P. Bellamy... actg. Apollo.  
G. Bradby ..... Dec.  
J. Thomas ..... Malabar.

## SURGEONS.

- J. Richardson (b) M.D. Phys. to Haslar Hosp.  
G. Johnstone ..... Plymouth Hospital.  
W. Martin (b) ..... Britannia.  
C. A. Browning, M.D. .... Hercules.  
— Rae ..... Chatham Hospital.  
H. Fuller ..... Lily.  
W. Bell ..... Malabar.

## ASSISTANT-SURGEONS.

- T. Stratton, M.D. .... Hastings.  
T. H. Keown ..... Britannia.  
C. Daniel ..... add. Royal Adelaide.  
T. R. H. Thompson ..... Cockatrice.  
W. Lambert ..... Malabar.  
J. Minter ..... Do.  
— Kean ..... Haslar Hospital.  
— Housley ..... Medea.

## FURNERS

- J. Walter ..... Malabar.  
W. Drake ..... Calhoup.  
W. Lawes ..... Dec.  
W. Mountstevens ..... Medea.

## ARMY.

## WAR-OFFICE, Jan. 26.

2nd Regiment of Dragoon Guards—Capt. P. Le Puer French, from h.p. 4th Foot, to be Capt. vice H. Musters, who exch.; Capt. H. St. J. Mildmay, from 95th Foot, to be Capt. vice J. Salmond, who retires upon h.p. unatt.

2nd Regiment of Dragoons—W. Spencer, Gent. to be Vet. Surg. vice G. Spencer, dec.

1st Regiment of Foot—Capt. W. G. Shafto, from h.p. unatt. to be Capt. vice C. Lewes, who exch.

20th—Lieut. H. Crawley to be Adj. vice Hollingsworth, who resigns the Adjutancy only.

24th—E. J. L. Fleming, Gent. to be Ensign by purch. vice A. E. Harris, who retires.

89th—Capt. S. C. Morris, from h.p. 66th Foot, to be Capt. vice D. Souter, who exch.

95th—Capt. D. Dixon, from h.p. unatt. to be Capt. vice Mildmay, app. to 2nd Drag. Guards; Lieut. P. P. Gould, from h.p. 39th Foot, to be Lieut. vice Dickson, prom. to an unatt. comp.

98th—Ensign S. Busby to be Lieut. without purch. vice Hare, dec.; Gent. Cadet T. E. Knox, from the Royal Mil. Coll. to be Ensign, vice Busby.

Unattached—Lieut. D. Dickson, 95th Foot to be Capt. without purch.

The following Officers to be commissioned for a particular service.—

Lieut. Col. C. Chichester, from h.p. unatt. to be Lieut.-Col.; Capt. J. Gattan, from h.p. unatt. to be Capt.

Brevet—Capt. C. Boyd, from 38th Foot, to be Major in the Army.

## DOWNING-STREET, Jan. 29.

The Queen has been graciously pleased to nominate and appoint Lieut.-General Sir John Colborne, Knight Commander of the Most Honourable Military Order of the Bath, to be a Knight Grand Cross of the said Order.

## WAR OFFICE, Feb. 2.

1st Regiment of Foot—Lieut. David Sirrutt Cooper to be Capt. by purch. vice Shafto, who retires; Ensign David Green to be Lieut. by purch. vice Cooper; Charles York Edgcombe, Gent. to be Ensign by purch. vice Green.

66th—Capt. Clouston Lewis Wingfield to be Major by purch. vice Duncan, who retires; Lieut. Charles Edward Mitchell to be Capt. by purch. vice Wingfield; Ensign Ralph Allen Charles Daniell to be Lieutenant by purch. vice Mitchell; Henry Lockman Gordon Scott, Gent. to be Ensign by purch. vice Daniell.

88th—Lieut. Edmund Richard Jeffreys to be Capt. by purch. vice Norris, who retires; Ensign Owen Lloyd Ormsby to be Lieut. by purch. vice Jeffreys; Geo. Vaughan Maxwell, Gent. to be Ensign by purch. vice Ormsby.

91st—Ensign Colin Campbell to be Lieut. by purch. vice Bolton, who retires; Henry John White, Gent. to be Ensign by purch. vice Campbell.

95th—Lieut. John G. Champion to be Capt. by purch. vice Caddy, who retires; Ensign Henry Orlando Chester Master to be Lieut. by purch. vice Champion; Robert Collins Craigie, Gent. to be Ensign by purch. vice Master.

99th—Ensign David Beatty to be Lieut. without purch. vice Nicolay, dec.; Ensign Henry Pardoe to be Lieut. by purch. vice Bowles, who retires; Serj.-Major John Wakefield Hope to be Ensign without purch. vice Beatty; Edward Beatty, Gent. to be Ens. by purch. vice Pardoe; Rifle Brigade—Second-Lieut. William Leigh M. J. to be First-Lieut. by purch. vice Richard Snowden Smith, who retires; John Gibson, Gent. to be Second-Lieut. by purch. vice Melish.

## DOWNING-STREET, Feb. 6.

The Queen has been pleased to appoint Sir Andrew Leith Hay, Knight, to be Governor and Commander-in Chief of the Bermudas or Somers Islands.

## WAR OFFICE, Feb. 9.

9th Light Dragoons—Cornet Francis Digby Willoughby to be Lieut. by purch. vice Johnston, who retires; Gilbert Thomas Nicholson, Gent. to be Cornet by purch. vice Willoughby.

1st Foot—Lieut. Anthony Alex. Macneil to be Capt. by purch. vice Cary, who retires; Ensign John Edward Sharp to be Lieut. by purch. vice Macneil; Edward Stopford Claiemont, Gent. to be Ensign by purch. vice Sharp.

5th—Second-Lieut. Francis Richard Pyner to be First-Lieut. by purch. vice Connor, who retires; Wm. Henry Keibel, Gent. to be Second-Lieut. by purch. vice Pyner.

17th—Lieut. James Wilmington Kyffin, from 2nd Foot, to be Lieut. vice Powell, who exch.

22nd—Lieut. Charles Thos. Powell, from 17th Foot, to be Lieut. vice J. W. Kiffin, who exch.

32nd—Ensign William Case to be Lieut. without purch. vice War, dec.; Ensign and Adjut. Thos. Daniel Kelly to have the rank of Lieut.; Geo. Sam. Moore, Gent. to be Ensign, vice Case.

34th—Lieut.-Col. W. Charles Drummond, from h.p. unatt. to be Lieut.-Col. vice Hon. Henry Sutton Faure, who exch.; Major Richard Airey to be Lieut.-Colonel by purch. vice Drummond, who retires.

57th—Ensign Elphinstone Junor to be Lieut. by purch. vice Furnell, who retires.

58th—Capt. John Levick, from the Royal Malta Fencible Regiment, to be Capt. vice Oswald S. Blackford, who retires upon h.p.

94th—Capt. Henry Nicholls, from h.p. unatt. to be Capt. vice Knox, who exch.; Lieut. Lewis Bowen, from h.p. 89th Foot, to be Lieut. vice Nicholls, prom.; Ensign John Wallace to be Lieut. by purch. vice Bowen, who retires; Jas. Stewart Menzies, Gent. to be Ensign by purch. vice Wallace.

Unattached—Lieut. Henry Nicholls, from 94th Foot, to be Capt. without purch.

## OFFICE OF ORDNANCE, Feb. 14.

Royal Regiment of Artillery—Second-Lieut. Henry John Thomas to be First-Lieut. vice Warren, dec.

## WAR OFFICE, Feb. 16.

4th Light Dragoons—Lieut. Robert Rollo Gillespie to be Capt. without purch. vice Elliott, dec.; Cornet John Thomas D. Holkett to be Lieut. vice Gillespie.

1st Foot—Lieut. Edward Robert Wetherall to be Adjutant vice Maenick, prom.

4th—Capt. Wm. H. Moncey, from 15th Ft., to be Capt. vice M'Cumming, who exch.

7th—Lieut. Mortimer R. S. Whitmore to be Capt. by purch. vice Morshead, who retires; Ensign Lord James Butler, from 85th Foot, to be Lieut. by purch. vice Whitmore.

15th—Capt. R. H. J. B. M'Cumming, from 4th Foot, to be Capt. vice Moncey, who exch.; Ensign John H. Ashhurst to be Lieut. by purch. vice Parker, who retires; Algernon Robinson Sewell, Gent. to be Ensign by purch. vice Ashhurst.

41st—Ensign John Diddip to be Lieut. without purch. vice Carmichael, dec.; Ensign Thos. Jones to be Lieut. without purch. vice Nott, dec.; Ensign Thomas Burgh to be Lieut. without purch. vice Diddip, whose prom. has not taken place; Ensign Walter Lawrence to be Lieut. without purch. vice Burgh, whose prom. has not taken place; Ensign Marmaduke Langdale to be Lieut. by purch. vice Jones, whose prom. by purch. has not taken place; Sergeant-Major Wm. Burns to be Ensign, vice Lawrence; Gent. Cadet Chas. F. Foidyce, from the Royal Mil. Coll., to be Ensign vice Langdale.

50th—Ensign Septimus Campbell to be Lieut. by purch. vice B. Baxter, who retires; Edward Lawrence Tickell, Gent. to be Ensign by purch. vice Campbell.

57th—Gent. Cadet Warren Ahmuty, from Royal Mil. Coll., to be Ensign by purch. vice Junior, prom.

95—Ensign Wm. Henry Rogers to be Lieut. by purch. vice Gould, who retires; Lieut. Hen. Alexander Graham, from 11 p. 20th Foot, to be Lieut. vice Rogers, appointed Quartermaster; George Wm. Powlett Bingham, Gent. to be Ensign by purch. vice Rogers; Lieut. Wm. Henry Rogers to be Quartermaster vice Feneran, appointed Paymaster.

Rifle Brigade—Capt. John Nelson Frampton, from h.p. unatt., to be Capt. vice Simmons, pro.

1st West India Reg.—Lieut. W. Alment, from h.p. 3rd Foot, to be Lieut. repay. the diff. vice Capadose, app. to 8th Foot; Ensign Benjamin Mackenzie to be Lieut. by purch. vice Alment, who retires; Chas. Thos. Hamilton, Gent. to be Ensign by purch. vice Mackenzie; Seddon Wm. Sutton Bush, Gent. to be Ensign without purch. vice Griffin, who resigns.

Unattached—Capt. George Simmons, from Rifle Brigade, to be Major, without purch.

Brevet—Capt. Talbot Ritheredda, of the Hon. East India Company's Service, to have the temporary rank of Major while employed at Military Seminary at Addiscombe.

## OFFICE OF ORDNANCE, Feb. 19.

Royal Engineers—Second-Capt. A. Walpole to be Capt. vice Young, dec.; First Lieut. H. Tucker to be Second-Capt. vice Walpole; Second-Lieut. W. H. Roberts to be First-Lieut. vice Tucker.

Royal Artillery—Second-Capt. J. M. Savage to be Adjutant vice Schalck, prom.

## DOWNING-STREET, Feb. 13.

The Queen has been pleased to appoint Colonel De Lacy Evans, Lieutenant-General in the

service of the Queen of Spain, to be a Knight Commander of the Most Hon. Military Order of the Bath.

## DOWNING-STREET, Feb. 15.

The Queen has been graciously pleased to nominate and appoint Lieutenant-General Sir Thomas Bradford, Knight Commander of the Most Honourable Military Order of the Bath, to be a Knight Grand Cross; also to appoint Major-General Lord Burghersh, Companion of the Bath, to be a Knight Commander.

## DOWNING-STREET, Feb. 16.

The Queen has been pleased to appoint Major-General Sir Henry Worsley, of the East India Company's Army, Knight Commander of the Most Honourable Military Order of the Bath, to be a Knight Grand Cross of the said Order, in the room of Major-General Sir John W. Adams, dec.; also Major-General Donald Macleod, of the East India Company's Army, Companion of the Bath, to be a Knight Commander, in the room of Major-General Sir Henry Worsley.

## ST. JAMES'S PALACE, Feb. 21.

The Queen was this day pleased to invest the Duke of Sussex, K.G., K.T., Acting Great Master of the Most Honourable Order of the Bath, with the Ensigns of a Knight Grand Cross of the said Most Honourable Order.

The Queen was this day also pleased to confer the honour of Knighthood upon the under-mentioned officers, and to invest them respectively with the ensigns of a Knight Commander of the Most Honourable Military Order of the Bath, viz.:—Lieutenant-General Sir H. S. Keating; Major-General Sir W. Johnston; Colonel Sir De Lacy Evans, Lieutenant-General in the service of the Queen of Spain.

## WAR OFFICE, Feb. 23.

2nd Regiment of Dragoons—Lieut. Lachlan Macquarie to be Capt. by purch. vice Fawcett, who retires; Cornet Donald John M. Macleod to be Lieut. by purch. vice Macquarie; Edward Barnett, Gent. to be Cornet by purch. vice Macleod.

4th Light Dragoons—Richard Buckley Prettijohn, Gent. to be Cornet by purch. vice Halkett, promoted.

8th—Lieut. Henry Rowles, from 85th Foot, to be Lieut. vice Grant, who exch.

10th—Henry Edward Surtees, Gent. to be Cornet by purch. vice Harbord, who retires.

7th Foot—Lieut. William Brabazon Ponsonby to be Capt. by purch. vice Bowles, who retires; Ensign Raleigh Henry Yes, from 13th Foot, to be Lieut. by purch. vice Ponsonby.

34th—Captain Henry Dewes to be Major by purchase, vice Airey, prom.; Lieut. Eustace Heathcote to be Capt. by purch. vice Deedes; Ensign Charles Alfred Schreiber to be Lieut. by purch. vice Heathcote; Henry Radford Norman, Gent. to be Ensign by purch. vice Schreiber.

46th—Serj.-Major William Jenkins to be Ensign without purch. vice Ferns, prom. in the 76th Foot.

72nd—Lieut.-Colonel Charles George James A. Southnot, from 90th Foot, to be Lieut.-Colonel vice Peddie, who exch.

76th—Lieut. John Montgomerie to be Capt. without purch. vice Tellemache, dec.; Ensign John Gore Ferns, from 46th Foot, to be Lieut. vice Montgomerie; Wm. Wood Whitter, Gent. to be Ensign by purch. vice O'Brien, who retires.

85th—Lieut. Alexander G. Grant, from 8th Lt. Dragoons, to be Lieut. vice Rowles, who exch.; Ensign Thos. Edmond Knox, from 98th Foot, to be Ensign vice Lord Jas. Butler, prom. in the 7th Foot.

83th—Capt. John Miller, from h.p. unatt. to be Capt. vice Martin Orr, who exchd; Lieut. Edward Adams to be Capt. by purch. Lieut. Miller, who retires; Ensign Christopher Ellison to be Lieut. by purch. vice Adams; Joseph De Courcy Laffan, Gent. to be Ensign by purch. vice Ellison.

90th—Lieut.-Colonel John Peddie, from 72nd Foot, to be Lieut.-Colonel, vice Arbuthnot, who exchd.

98th—Stewart Erskine Rolland, Gent. to be Ensign by purch. vice Knox, appointed to 85th Foot.

Memorandum—The h.p. of Lieut. B. Riefkugel, of 2nd Lt. Infantry Batt. King's German Legion, has been cancelled from 14th December, 1837, inclusive, he having accepted a commuted allowance; the h.p. of Cornet D. T. Curtis, of 10th Lt. Dragoons, has been cancelled, he having accepted a commuted allowance.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

At New South Wales, the Lady of Captain Potter, 28th Regt., of a daughter.

Jan. 20, at Carbaue, Clare, the Lady of Capt. Creagh, R.N. of a son.

At Lamington Priors, the Lady of Captain Brownlow Knox, Scots Fusilier Guards, of a son.

Jan. 26, at Southfield, Ryde, Isle of Wight, the Lady of Lieut. J. George Mackenzie, R.N., of a son.

Jan. 26, at Weymouth, the Lady of Lieut. Keatley, R.N., of a son.

Jan. 28, in Portland-place, the Lady of Capt. G. Taubman, Scots Fusilier Guards, of a son.

Jan. 31, at Stoke, the Lady of Capt. Killyer, R.N., of a daughter.

Feb. 1, at Upper Tooting, the Lady of Lieut. N. E. Edwards, R.N., of a daughter still born.

Feb. 1, at Le Man's, France, the Lady of Lieutenant-Col. Lindsay, C.B., of a daughter.

The Lady of Capt. Burslem, 94th Regt. of a son.

At Plymouth, the Lady of Dr. Robertson, Royal Regiment, of a son.

At Heavitree, Exeter, the Lady of Major C. J. Deshon, 17th Regiment, of a daughter.

At Weymouth, the Lady of Lieut. Kelly, R.N. of a son.

Feb. 9, at Gloucester, the Lady of Colonel Sir Charles Dance, K.H. of a son.

In Dublin, the Lady of the Hon. Major Southwell, of a daughter.

At Swansea, the Lady of Deputy Commissary-General Mackay, of a son.

Feb. 12, at Ludlow, the Lady of Allen J. Nightingale, Esq., Assistant Commissary-General, of a son.

Feb. 13, at Barton End House, Gloucestershire, the Lady of Lieut. B. J. Sullivan, R.N. of a daughter.

Feb. 13, at Pembroke Dock, the Lady of J. T. Clout, Esq., R.N., of a son.

At Sheepbridge, the Lady of J. Robinson, Esq., Paymaster 67th Regt., of a daughter.

At Southerney, near Exeter, the Lady of Major Armstrong, 45th Regt., of a son.

At Brighton, the Lady of Capt. Townshend, R.N. of a son.

Feb. 19, at Bitton, near Bath, the Lady of Lieut. W. Glennie, R.N. of a son.

### MARRIAGES.

At Dartmouth, New Brunswick, Lieut. Chas. J. Wright, Royal Artillery, to Sophia Amelia, daughter of Lieut.-Colonel Rudyard, Roy. Eng.

At Everecreech Church, Somerset, Maj. Airey, 34th Regt., eldest son of the late Lieut.-General Sir G. Airey, K.C.H. to Harriette Mary Everard, daughter of the Hon. Jas. Talbot, of Everecreech House, and niece to Lord Talbot de Malahide.

Jan. 18, at New Brentford, Capt. J. O'Grady, late 48th Regt., to Mary Louisa, eldest daughter of W. Grainger, Esq.

At Killane House, Capt. W. S. Johnson, late 20th Regt., to Emma, youngest daughter of the late Jas. Taaffe, of Brooklawn, Mayo, Esq.

At Lyme Regis, Lieut. G. Mallock, R.N., to Edith, daughter of the late D. Goddard, Esq.

Daniel Conway, Esq., Purser, R.N., to Miss Margaret M'Carthy, of Cove.

Capt. Archibald Hay, 80th Regt., son of the late Lieut.-General Sir James Hay, to Anna Maria, daughter of the late Lieut.-Gen. Cuming.

At St. George's, Hanover square, Capt. Thos. Ponsonby, 6th Dragoon Guards, Carbineers, to Fanny, daughter of Major R. L. Dickson, late of the 1st Life Guards.

At Northam, Major Bayly, Royal Artill., to Mary Ann, daughter, of the late John Norris, Esq., of Nonsuch House, Wilts.

### DEATHS.

Of apoplexy, near Conatoun, Madras, Lieut. Fairbough, 63rd Regt.

Oct. 26, Capt. Runney, h.p. 27th Regt.

Nov. 18, Capt. M'Kenzie, h.p. 6th Regt.

Nov. 21, at Stoney Hill, Jamaica, Captain Thompson, 8th Regt.

Nov. 22, at Halifax, N.S., Major T. Fortye, Barrack Master of that Garrison.

Dec. 5, of yellow fever, on the voyage between Sierra Leone and Barbadoes, Lieut. the Hon. G. R. A. Clements, R.N., in command of H.M.B. Harpy, aged 26.

On the coast of Africa, on board H.M.B. Harpy, Dr. J. Tennant, Assistant-Surgeon of that vessel.

Dec. 9, in Canada, murdered by the rebels, Lieut. Weir, 32nd Regt. "It now appears that, when the first attack was made on St. Denis, this young officer, who, from taking a wrong note, had been captured by the rebels, was sent off by them in a wagon to St. Charles, closely pinioned, and in charge of three or four of their party, who inhumanly murdered him on the road."—Extract from Lord Gosford's Dispatches.

Dec. 12, in Scotland, Ensign J. Clark, h.p. 31st Regt.

Dec. 16, Capt. Dawson, h.p. 36th Regt.

Lieut. Harris, late Royal Artill. Driv.

Lieut. J. Wilson, h.p. Royal Artill. Driv.

Lieut. H. J. Stewart, late Royal Irish Artill.

Ensign Wild, h.p. 72nd Regt.

Dec. 19, Ensign Carroll, h.p. 1st Gar. Batt.

Capt. Prince, late Royal Eng.

At Constantinople, George Pulteney Malcolm, Esq., eldest son of Sir P. Malcolm, G.C.B., late Lieut. 50th Regt.

Cornet Bush, h.p. 23rd Dragoons.

Lieut. Sherren, h.p. Royal Artill.

Lieut. Swymmer, h.p. 71st Regt.

Lieut. Hill, h.p. 32nd Regt.

Lieut. Robertson, h.p. 9th Dragoons.

Lieut. Gapper, h.p. 13th Regt.

Jan. 3, Lieut. Trench, h.p. 13th Regt.

Jan. 8, the Rev. B. Brangton, h.p. Chaplain, 94th Regt.

Jan. 11, Lieut. E. Hockley, R.M.

Jan. 11, Lieut.-Col. CPT. Whiting, R.M.

At St. Omer's, Lieut.-Col. A. H. Dickson, late 40th Regt.

Jan. 13, Capt. Strangeways, late 9th R.V. Bat.

Jan. 17, at Wexham, Lieut. Hare, 38th Regt.

Jan. 20, at Heath, near Wakefield, Lieut. W. Mills, R.N.

Jan. 31, at Hood House, near Totness, Lieut.-Colonel J. H. E. Hill, O.B. formerly 33rd Regt. Capt. Greenway, R.N.

Jan. 35, at Stalton, near Tickhill, Yorkshire, Vice-Admiral R. Worsley, aged 70.

In Dublin, Lieut. Martin Burke, late 50th Rifles.

At Cheltenham, Rear-Admiral R. O'Brien.

Lost, on board the Killarney steam vessel, wrecked on the south coast of Ireland; Lieut. Charles F. Nicolay, son of Lieut.-General Sir William Nicolay, K.C.H. The remains of this lamented officer, having been subsequently recovered, were conveyed to Fermoy, and there interred with military honours. The procession was formed by the entire of his own regiment and the 10th, together with the depôts of the 34th and 66th. The scene was solemn and imposing, and several thousand civilians assembled to witness it. The Dead March in Saul was played by the bands of the 99th and 10th, relieving each other at intervals, the distance being two miles. The day was very fine, and the military display, connected with the sad fate of him to whom these last honours were paid, rendered the scene one of an ordinary kind. At Island Bridge, Dublin, Lieut. D. Warren, Adjutant Royal Artill.

Jan. 28, at Barnstaple, James Clydo, Esq. Purser, R.N.

At Fort George, Inverness, Captain L. Tollemache, 76th Regt.

Feb. 1, at Dumfries, of intermittent fever, Charles Heaton Denham Robinson, aged 54 years, second son of Lieut. Charles Robinson, R.N., employed on the Admiralty Coast Survey. This is the second domestic affliction that has befallen this Officer and his Lady within a few months, having lost an infant son in June last.

Feb. 5, J. Luckombe, Esq. Purser, R.N.

Feb. 5, at Mylor, Capt. Balmer, R.N., aged 59. In London, Lieut.-Colonel Balfour, late 82nd Regiment, in his 54th year.

At Perth, Capt. W. D. Macfarlane late 92nd Highlanders.

Feb. 11, at his residence in Surrey, Capt. R. Hamilton, late 38th Regt.

Feb. 14, at Forres, N.B., Lieut. J. Allen; R.N.

Feb. 18, at Rochester, Kent, Lieut.-Colonel W. Rinde, late 53th Regt.

Feb. 19, Capt. Wm. Stanway Parkinson, R.N. aged 69.

Feb. 21, at Farleigh Priory, Maidstone, Sir John Deas Thomson, K.C.H., late Commissioner and Accountant-General of the Navy.

A monumental marble, bearing the under-written inscription, has been erected in the Dockyard Chapel, Malta:—"Sacred to the memory of Lieut William Topham, R.M., who died on board H.M.S. Vanguard, on her passage from Athens to Malta, Oct. 15, MDCCLXXXVII, and was buried at sea. The ward-room officers have erected this tablet as a token of their sincere esteem for him as a friend and messmate."

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

JAN. 1838.	Six's Thermometer.		At 3 P.M.			Pluvi- meter Inches.	Evapora- tor Inches.	Winds at 3 P.M.
	Maxim. Degrees.	Minim. Degrees.	Barom. Inches.	Thermo. Degrees.	Hygrom. Parts.			
1	47.6	42.7	29.90	45.3	832	—	.020	S.S.W. lt. winds, cloudy
2	46.8	40.3	29.80	44.0	852	.005	.020	S.S.E. strong wind, fine
3	45.8	38.8	29.96	42.5	830	—	.020	S.W. calm, fine
4	45.6	37.5	30.07	40.20	825	—	.030	W.S.W. calm, magnifi. d
5	42.7	36.1	30.32	38.4	821	—	frozen.	S.W. calm, foggy day
6	48.7	33.0	30.25	34.5	830	—	—	E.N.E. calm, dense mist
7	35.0	34.0	30.39	35.0	845	—	—	N. calm, hazy
8	34.6	32.0	30.19	32.2	866	—	—	E. light breeze
9	35.0	24.8	30.00	29.7	797	—	—	S.E. lt. airs, frequ. snow
10	32.8	25.7	30.00	29.8	797	—	—	E.S.E. lt. airs, with snow
11	32.0	27.0	30.15	29.3	790	—	—	E. lt. breeze, more snow
12	30.6	26.5	30.30	29.0	786	—	—	N.E. light winds
13	29.4	26.0	30.10	28.7	780	—	—	N.N.E. lt. airs, fine
14	29.0	25.6	29.96	28.0	770	—	—	N.W. outer ther. 15.1
15	28.0	20.6	29.83	24.3	756	—	—	S.W. calm, clear
16	26.8	19.0	30.43	26.6	793	—	—	N. outer ther. 10.2
17	27.3	23.7	29.90	26.4	780	—	—	E.N.E. calm, frost
18	27.6	24.0	29.87	26.2	766	—	—	N.E. lt. airs, fine
19	28.0	24.2	29.83	26.0	748	—	—	N. by E. beautiful day
20	26.8	19.6	29.94	25.3	743	—	—	E. by N. outer ther. 11.4
21	29.8	20.0	29.80	28.6	752	—	—	S.E. light airs, fine day
22	32.0	23.2	29.70	32.0	848	—	—	E. calm, fine day
23	32.0	24.5	29.76	32.8	851	.037	—	N. lt. airs, cloudy
24	32.0	25.3	29.85	30.0	763	—	—	N. gale, cloudy
25	30.4	26.0	29.53	29.0	736	—	—	E. strong breeze, cloudy
26	29.7	27.7	29.43	28.0	785	—	—	E.N.E. ft. breeze, threat.
27	27.8	27.8	29.37	29.2	802	—	—	E. calm, cloudy
28	30.6	28.2	29.60	30.5	812	—	—	E. by N. lt. airs, cloudy
29	30.0	28.6	29.52	34.7	892	.070	.030	S.E. lt. breeze, thawing
30	35.7	34.0	29.70	35.0	866	.035	.030	E. by S. lt. air, very foggy
31	35.0	33.0	29.98	33.2	863	—	frozen.	N. lt. breeze, threaten.

## ON NAUTICAL SUPERSTITION.\*

THE infatuation respecting witchcraft had prevailed over the continent for many years, when, among other bad habits imported from thence, the contagion reached England towards the close of the fifteenth century. Everything prospers in this country; and it is scarcely to be wondered at, that the visionary delusions, propagated under the authority of the Roman Pontiff, should have gained ground, till the state itself became alarmed, and dealings with the devil were declared to be felony, without benefit of the clergy, by a statute of Henry VIII. The evil, however, gathered strength under pressure, and Satan, it appeared, was soon able to make assignations and hold meetings in every town and hamlet of the kingdom. But his infernal highness gained his votaries on the lowest terms. Formerly he was obliged to confer wealth, ability, beauty, titles, and crowns, for the purchase of a soul; but now he gratified his psychological wishes without the necessity of making any other return than enabling the devotee to ride on a broom, sail in an egg-shell, or convert herself into an animal for no other purpose but to teaze a poor neighbour. Thus, though the innocence of youth was not always a protection from the search and persecution of authorised witch-finders, the demoniacs were generally old and ugly, and invariably poor and wretched. Hence Spenser conducts Florimell to the dwelling of a witch:—

“ There in a gloomy hollow glen she found  
A little cottage built of sticks and reedes  
In homely wize, and wald with sods around;  
In which a witch did dwell, in loathly weedes  
And wilful want, all carelesse of her needes;  
So chusing solitarie to abide  
Far from neighbours, that her divelish deedes,  
And hellish arts from people she might hide,  
And hurt far off unknowne whomever she envide.”

But there is nothing new. The Thessalian witches were equally wretched and ragged with their successors; and there only wanted the infernal compact, to stamp the identity of character and employment. The hair of Sabama was matted like the bristles of a sea-urchin; and Canidia, with her “*crines et incomptum caput*”—her unpared thumbs—her eggs besmeared with toad’s blood—her feathers of the Owl—her mystic herbs—her dried bones—and her waxen and woollen effigies, could have sat for the picture of an Italian, French, German, Scotch, or English witch; or even, colour excepted, for the negress who prepares the gri-gri, the fetiche, the obi, or the poisons of the fearful Mumbo-jumbo.

The statute of Henry proved no check upon the progress of witchcraft, and even the master-spirits of the age thought it as idle to question such opinions, as it was impossible to disprove them. Bishop Jewel, preaching before Queen Elizabeth in 1556, full loyally, told her,—“ It may please your Grace to understand, that witches and sorcerers within these last four years are marvellously increased within your Grace’s realm. Your Grace’s subjects pine away even unto the death, their colour faded, their flesh rotteth, their speech is benumbed, their

\* Continued from page 167.

senses are bereft; I pray God they never practise further than upon the subject." With such fears in the high places, it is not surprising that persecution flourished. At length Reginald Scott stepped forth in behalf of the poor, the aged, and the simple, by publishing, in 1584, his "Discoverie of Witchcraft,"—a treatise which, both with respect to the strength of its argument and facts,\* ought to have stayed the delusion. But as a king entered the lists against him and "those detestable slaves of the devil," the polycephalous monster preferred the doctrine of the monarch to that of the man who so intrepidly "took the bull by the horns."

The reader will instantly recollect, that this royal writer was no other than the high and mighty King James, who knew as much of hell and devilry as Don Quevedo himself; and whose erudite work on witches most unfortunately induced the legislators of the land to adopt his terrors, and fulminate enactments disgraceful to human nature. His Majesty had heard Gillies Duncan play Satan's own jig on the Jew's-harp; and he learned from Agnes Sympson how she danced the heys with imps at midnight in a churchyard—how she dug up bones after the revel—how she kissed the Satanic chief's behind—how she christened a cat—and raised a storm—with other confessions which put him in a "wonderful admiration." He, therefore, was astonished that any scepticism could possibly exist on the subject, and especially that "one Scott, an Englishman, is not ashamed, in publicke print, to deny that there can be such a thing as witchcraft;" and thereupon "moved of conscience," he published his far-famed *Demonologie*, to convince the sceptics of the actual "fearful abounding" of witches, and their vigorous multiplication.

One can hardly imagine how such a belief could have been entertained for a moment. On the one hand we have the fallen angel, great Grumbolumbo himself, making silly bargains, in which, like the ass Ben Jonson calls him, he is generally bamboozled, cheated, and outwitted; on the other, mortals swindled out of their claims to Heaven, for no other purpose than to dabble in *niaiserie*. As to the devil, few have, like Milton, given him his due. Raphael makes a sad dog of him; and though we learn from De Foe that he does not always appear in "all his formalities and frightfuls," yet Reginald Scott remarks that he is generally seen "having horns on his head, fier in his mouth, and a tail at his breech; eies like a beacon, fangs like a dog, claws like a beare, a skin like a nigger, and a voice roaring like a lion, whereby we start, and are afraid when we hear any one cry, *Baugh!*" The hunters-down of magic must have been somewhat temerarious, to risk the anger of such a hideous demon; for, as Bayle said of poor Grandier's case, if they really believed that witches and wizards could send the devil into people's bodies, they should have been afraid of provoking them.

But against all reason and reflection, this most abject superstition degraded the empire for upwards of a century, and was warmly defended by men of great talent in other respects. The royal *Dialogue*

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\* The celebrated lawyer and medallist, Bodin, had written his *Demonomanie des Sorciers* to defend this kind of superstition; and in mentioning the strange feats of a bewitched donkey, maintained that the performer must have been a man under the figure of an ass. Scott noticing the suggestion, coolly dismisses it by observing that Bodin must have been an ass in the likeness of a man.

*on Demonology* was devoured by the lovers of the marvellous; Hallywell's *Melampronvea* was quite an authority on matters of the kingdom of darkness; and Baxter's *World of Spirits* was esteemed so unquestionable an evidence of the existence of infernal communion, as to set at naught the good attempts of Scott, Harsnett, Wagstaffe, and those who attempted to assuage the evil. Sir Thomas Browne, though sharp upon vulgar errors, was no conjuror in demonology, distinctly telling us, in his *Religio Medici*,—"I have ever believed, and do now know, that there are witches: they that doubt of these, do not only deny them, but spirits; and are obliquely, and upon consequence, a sort, not of infidels, but atheists." And the good Sir Matthew Hale, so late as 1664, avers there is no doubting the reality of witchcraft, seeing that divers Acts of Parliament have been passed to punish its practice—a regular-built lawyer-like *non sequitur*.

But though this imported plague spread, like other contagions, over the surface of society, English intellect did more to the suppression of its vulgar and repulsive influence, than that of all the world besides; and the bitter crusade against witches, gave way before the advance of knowledge, and the palpable follies and frauds committed by the persecutors. Hence Hutchinson, in his historical essay, remarks, that there were but two executions for witchcraft in England after the Royal Society commenced publishing their "Transactions," and one of these was in the year after their first publication,—a fact which speaks well for the Crane Court Synod, although Glanvill and Aubrey did happen to be fellows thereof. Still the repeal of the Witch Act was not carried without dissentient voices; even the learned Selden defended that most absurd of all laws, as one that did not prove the actual existence of witches, but was useful as "punishing the malice of those people that use such means to take away men's lives." Far less specious was the loudest argument for continuing the statute,—"Take away the devil, and good bye to the Lord!"

Such were the progress and legal decline of witchcraft; but the repeal of the enactments against it was insufficient to clear off the mist which pervaded men's minds, and which is not yet dissipated. It is, therefore, not at all surprising, that the effect of so general a superstition extended to those embarked on the mighty waters; nor that such effect obtained so considerable a footing as not easily to be eradicated. An excuse has been attempted for those who permitted the spread of this and other humiliating credulities, by advancing that, in ignorant ages, the rulers sought, by the creations of imagination, to control the violence of such men's passions, as could not be checked by other means. The doctrine and the pretext are well worthy of each other, and we may pass them both to notice, that though the march of intelligence has certainly neutralised the cause in some quarters, there are many who still remain in dread of the supernatural.

As we are now approaching the omens, portents, and prognostics, which yet cleave unto sea-life, it is proper to premise that most of our remarks apply to but a small and rapidly diminishing portion of the maritime community of this country. Fifty years since, the credence

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\* This word is a mighty solecism. It means—to cling to—to tear asunder—to unite aptly—to divide with violence.



in superstitious powers and practices were, both prevalent and popular; but the torch of intelligence has driven it, with a few singular and amusing exceptions, to the old, the garrulous, the weak, and the bigotted. In some other European navies, the belief still flourishes to a great extent, and is likely so to do, while to the elfin tribe are added a whole army of saints, who play all manner of *white* pranks, under the sanction of the church.

That seamen have not yet conquered their fear of witches, may be inferred from the horse-shoe which is generally nailed on the front of the fore-mast, heel downwards, to prevent them from coming over the bows, and to counteract the malice of those which ride upon the shrouds of the storm-tossed vessel. Even the portion of the Victory's mast which now supports the bust of Nelson in the proud and regal Castle of Windsor, still retains this powerful witchifuge. Nor is the idea entertained only by the most ignorant portion of those at sea, since it is not unusual to find some of the more intelligent expound the various modes of defeating the wiles of the wicked; and some of them have related to us the marvellous escapes they have witnessed, under the efficacy of the applied charms. We even know an officer of rank, who was so scrupulous of breaking his egg-shell, after taking in the contents, in order to prevent any lurking "minchin Malicho," or other evil spirit, from enjoying it as a boat, that he once turned back to an inn where he had left the ceremony unperformed. Yet he can no more be accused of copying this practice from Pliny, than he who uses a reed as a monkey-pump can be said to derive it from Xenophon's soldiers.

It must be admitted that these feelings are not altogether to be imputed to belief in witchcraft, as there exists a sort of hereditary dread of Davy Jones, a sea-sprite of very compound qualities; he is the Nixas of the Norsemen's sagas, the Old Nick of the British realms, and the St. Nicholas of the Greek and Roman hagiology. Under one or other of these designations, his influence extends over all maritime Europe, and the Levant voyager encounters his name at every cape, point, and bay.

The very nature of his life and duties have led the seaman to a belief in lucky and unlucky days—of days of good and bad fortune—of fair or foul winds. He thinks "a Sunday's sail will never fail;" but that

"The ship what on a Friday sails,  
Is sure to meet with stormy gales."

But is he here greatly to blame for having shared in a superstition which has descended from all antiquity? Both Jews and Gentiles entertained the prejudice of *dies faustus et infustus* of old, as is attested by various sacred and profane writers, instances of which will be in the recollection of every reader. Thus Augustus dreaded the *quindina*, and Valentinian the 24th of February; but so much was there in fancy, that Julius Cæsar was never deterred by ill-omens, and Charles the Fifth regarded the said 24th as one of the most lucky days. The salt-water notion about the ominous Friday, to which we have just alluded, may have acquired force from its banyan austerity before the Reformation, for it has long been a charcoal, or black day, in our Navy. Thus old Aubrey relates an accident which happened in his time, in these words:—"The Gloucester frigot east away at the Lemonore, and most of the men in it; the Duke of York escaping in a cock-boat, Anno 1682, May the fifth, on a Friday." Another person, Sir Kenelm

Digby, who distinguished himself as a seaman, but who afterwards exchanged the science of arms for the arms of science, was noted for his lucky days; of which, among others, it was remarked that he was born on the 11th of June, 1603—fought his action off the Coast of Syria on the 11th of June, 1628—and died on the 11th of June, 1665. Hence his epitaph by Farrars:—

“ Under this stone the matchless Digby lies,  
Digby the great, the valiant, and the wise:  
This age's wonder for his noble parts;  
Skill'd in six tongues, and learn'd in all the arts.  
Born on the day he died, th' eleventh of June,  
On which he bravely fought at Scanderoon.  
'Tis rare that one and self-same day should be  
His day of birth, of death, of victorie.”

Somewhat allied to this prejudice, is the dislike expressed by mariners to some notably unfortunate names in the Service, as well those of officers as of ships. They well remember how many goodly vessels of the same appellation have been captured, wrecked, or behaved ingloriously; and can name you various Commanders who were never blessed with a ray of *good-luck*. The Admiralty, soaring above these notions, persist in appointing such persons; and we recollect, when a certain Captain was commissioned shortly after his second or third wreck, an old boatswain, who had once sailed with him, exclaimed—“ Ay, ay, they want to get her lost;” but it would not be *en regle* to mention to “ ears polite” the place to which he consigned the appointers on hearing the announcement. But this opinion did not originate with the nautic multitude. The good and evil import of names was a very classical association, insomuch that the Romans even paid regard to the *bona nomina* in raising their levies; and we have not to refer to a great distance to find that the misfortunes of the royal race of Stuart continued, with unabated succession, during 400 years, until the line was ended by the death of the last posterity in exile. Have not the ‘long-shorers given out that no eldest son of the house of Braganza has yet lived to reign? Is it not astutely asserted, that since some nurse was affronted by a Russell, no Marquis of Tavistock is to become Duke of Bedford? And did not Colonel Bethune himself—the descendant of Cardinal Beaton—assure us that his property had not descended from father to son in his family for 200 years, and that it must probably pass from him to an unmarried nephew?—which it has done.

General omens are of no less weight to the seaman, than ominous names. Though he may never have heard of the *Pullarius*, he watches the flight of Mother Carey's Chickens with great anxiety; and many other birds claim his especial notice. He can presage good or evil from the sporting of porpoises, and has a score of methods of predicting the weather; among which, a rihging in the right ear portends fair wind—in the left, foul. He well knows that he who fishes, to be successful, should turn his boat in the direction of the sun's motion; that finding a knife is unlucky, and spilling salt still more so; and that a yellow atmosphere betokens fever and quarantine. But here we must again put the saddle upon the right horse. Signs and omens are common in Sacred Writ, and the Oriental records abound with them. Augury was reduced to a regular system by the Greeks and Romans; and even their most celebrated philosophers were nearly as much

addicted to the belief as the most ignorant, of the vulgar: but it is not a little curious, that while both those nations regarded the prodigies seen in the east as lucky, and those which appeared in the west as unfortunate, the augurs of the former made the observations with their faces to the north, while those of the latter turned due south! Under the terrors of an eclipse of the moon, Nicias lost his army; Alexander, in the plenitude of his greatness, was terrified by the yeining of a lamb; Crassus was horrified by a bunch of entrails slipping through his fat hands; and Mark Antony was scared out of his wits by a swallow building its nest in the poop of Cleopatra's galley. Are we then to be surprised if, amid the relics of superstition yet lingering, certain appearances and occurrences should be deemed ominous? None of the ancient writers but would have held the accident which happened when the *Atlas*, a three-decker, was launched in 1782, as extremely portentous. When they came to ship her bowsprit, it was found that the figure-head stood so high, that it was necessary to cut away part of the geographical globe upon its shoulders, and that part happened to be America. The *denouement* is notorious.

The seaman delights in extravagance of fiction, and is able to rival a very Scheherazade at story-telling. Nor is he a bad listener to *fabellæ aniles*, relying that every thing he hears, even to the legend of Munchausen, is authentic. A tale which to some ears might appear wire-drawn—*usque ad tædium*—is devoured with unabating appetite by the attentive tar, whose brains, for the time, are in the region where Astolpho sought those of the furious Orlando; and the consequent sublimation of ideas stamps the amount of his credulity. He believes in the magic auger which, plied into a beam, produced a spring of ardent grog. He will assert that no one can die in harbour, except when the tide is on the ebb—that whistling will increase a gale to a hurricane—that sitting cross-legged *may* produce a fair wind—that albatrosses are the disembodied spirits of wrecked skippers, condemned by the Demon of the Deep to wear feathers for a stated period of years—and that Mother Carey's Chickens, the constant harbingers of storm and tempest, are the metempsychosis state of drowned seamen. Though he will not entirely credit a ship's being so large as the *Merry Dun of Dover*—the fly of whose ensign brushed Shakspeare's cliff, while her jib-boom was over Calais pier—he will yet entertain no doubt that the *Lion*, an old doll-sailing man-of-war, returned from Lisbon to Portsmouth in a single night;—nor that a figure in black was seen in the cabin, playing at cards with the Captain, who was never observed to have entered or quitted the ship in the usual way.

Every experienced seaman knows that a vessel will run towards the shore in less time than she can run the same distance from it, and the higher the land she works under, the quicker she runs in;—this phenomenon is owing to the universal law of attraction, by which all light bodies must fall on heavier ones, but is attributed by the oceanic seers to the wiles of the kelpies. Such a belief may have been nurtured by the ancient reports of the attractive effects of the *Maniōlæ* islands, or that of the rock on which the Callender was wrecked, as described in the voracious pages of the *Arabian Nights*;—for most modern superstitions are directly traceable to very distant sources. Thus Jack would sooner throw a purser overboard than a cat; but this is an association of

*Faerie Londe* feeling transfigured by its marine bearing ; since it is no other than the humanity to the weak inculcated by supernatural rewards to children who help a wounded pigeon, or kid, and which has led to the kindness by which the little robin is made welcome in cottages.

Though our object is to defend Jack, by showing that his compeers on shore, and even his betters, are often as weak as himself on these points, we are bound to admit that his credulity, where he happens to be credulous, has a most insatiable "swallow." He never doubts that Old Booty's sinful soul was kicked into the flaming crater of Stromboli, in presence of a whole ship's company ; nor that the ghost of a noted contractor for biscuit was met at sea in a carriage, driving to the same place, under Satanic escort. He is well assured that the Abbot of Friesland Abbey is occasionally seen, in heavy gales, scourging Captain Anderdyke round the Inchcape Rock, for having cut the bell adrift ; and he believes that Vanderdekin, the Flying Dutchman, is doomed to cruize off the Cape of Good Hope till the Day of Judgment, for having sworn he would beat into Table Bay in spite of all the Saints in Heaven. He knows that the dark shade of an infernal ship called the Black Trader, cruizes in the West Indies to pick up the souls of dying seamen ; and that a phantom "storm ship" precurses heavy gales on the Banks of Newfoundland. He is aware that there are sea-sprites which, if not counteracted by the proper remedies, are ever ready to choke the sick in their hammocks, or to drown the drowning in their agony. He is certain that when Admiral B—— died at sea, a boat, manned with figures in black, came alongside, no one knew from whence, at the moment he yielded his breath, and vanished the instant afterwards ; and though perhaps he had not seen a mermaid himself, he has messed with those who have, even to her comb and glass,—a sight mostly as fatal as that of the Black Trader, since the creature betokens storms and wreck. He sees nothing very remarkable in the voyages of Sindbad, or that a Weird Sister should sail to Aleppo in a sieve ; but thinks it more probable that Arion rode on the back of a seal than of a dolphin, as the latter has no ear for music. He has heard without wonder of an island full of stores, costly metals, and enormous jewels, and sees no marvel or exaggeration in the rich strand along which Britomart rode,—

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"Which, as she overwent,  
She saw bestrow'd all with rich array  
Of pearls and precious stones of great assay,  
And all the gravel mixt with golden gre."

Among other genii of the storm, we must not forget the electrical meteor which so frequently visits the mastheads in gales ; this is the portentous *Compasant*, or *Corpo santo* of St. Elmo, the direct descendant of Castor and Pollux. Nor is it the only relic of the great Fire Demon family, if we are to believe our coasting seamen. The Mank-men have good store of sprites, omens, and prognostics, among them ; and we learn from David Robertson, who was there in 1793, that they may be relied upon. Indeed he clinches the argument by a fact :—"One Captain Leathes," he says, "who was chief magistrate of Belfast, assured me he was once shipwrecked on this island, and lost a great part of his crew ; that when he came on shore, the natives told

him he had lost thirteen of his men ; for they saw so many lights going toward the church ; which was just the lumber lost." These lights must have been the famous *corpse candles*, which, according to Baxter, "as much resemble material candle-lights, as eggs do eggs."

Sailors are believers in Oneiromancy. But herein they merely follow the bent of mankind of all ages and all countries ; for dreams and corresponding events have sometimes presented such an extraordinary concurrence of fortuitous and accidental circumstances, as to incline numbers to regard them with reverence and awe as a kind of preternatural admonition. The act of dreaming is one of the most extraordinary phenomena of the human frame ; and even philosophers have been led to consider it as a proof that there is existing within us a principle independent of the material frame. The state of sleep—that insensible and passive inaction, during which, though the animal functions remain, the voluntary powers are lost—is sufficiently wonderful ; but the mental faculty of dreaming is yet more astonishing. With all the aid and research of modern inquiry, it is difficult to account for the consistency of some remarkable visions, and the answers very often given must be considered rather as smart reports than satisfactory solutions. Milton tells us, that when Reason retires as Nature rests—

" Oft in her absence mimic Fancy wakes  
To imitate her ; but, misjoining shapes,  
Wild work produces oft, and most in dreams,  
Ill matching words and deeds long past, and late."

Such, however, were not the dreams of Pharaoh, Jacob, Laban, Daniel, or Pilate's wife, in Holy Writ ; nor of Atossa, Cimon, Clytemnestra, Alexander, Calphurnia, or others which are recorded in pagan story. It is true that Solomon, though he had a supernatural vision at Gibeon, appears to think dreams insignificant, at least if the fifth chapter of Ecclesiastes was written by him ; but that was not the opinion of the ancients in general. Sylla, the rapacious and vindictive Sylla, advised Lucullus to study them, and depend upon nothing more than that which Heaven directed him to in the visions of the night. But we may descend from the days of Elde towards our own times, where we shall find some strong instances in point, even though all the profundity of the visionary Artemidorus may be smiled at. In 1571, Pius the Fifth, taking a doze in his chair, at the consistory, suddenly told the assembled Cardinals the particulars and success of the Christian fleet over that of the Turks, the battle of Lepanto being that moment concluded upwards of 200 miles from the Vatican. Aubrey, in his *Miscellanies*, tells us that " Mr. Edmund Halley, the secretary to the Royal Society, was carried on with a strong impulse (*or divine inspiration*) to take a voyage to St. Hellen's to make observations of the southern constellations, being then about twenty-four years old. Before he undertook his voyage, he dreamt that he was at sea sailing towards that place, and saw the prospect of it from the ship in his dream, which he declared to the Royal Society to be the perfect representation of that island, even as he had it really when he approached to it." And the famous William Penn told the same John Aubrey, that he and his mother visited Admiral Dean's wife, the Admiral being then at sea—" She told them that, the night before, she had a perfect dream of her husband, whom she saw walking on the deck, and giving directions, and that a

cannon-ball struck his arm into his side. This dream did much decompose her, and within forty-eight hours she received news of the fight at sea, and that her husband was killed in the manner aforesaid."

Now, though we are quite ready to admit, that on such occasions men are, as Lieutaud has it, "ice towards the truth and fire for falsehood," yet it were illiberal and unjust to charge these assertions to fraud or mendacity. Disease, anxiety, watching, fasting, and the whole train of hypochondriacal affections, lead to strong imaginative impressions, and the generation of visions. This is partly known to those who recollect the multiplicity of images which flit before the fancy at the waking instant of hearing the hands turned up in the night, or to those who have experienced that brief interval between dozing and watchfulness which sometimes will intrude during the latter part of a middle watch, when in less than a second of time, a vivid succession of incidents seem to occur. It was from intense anxiety that the shade of Cæsar appeared to Brutus, and many of the most remarkable relations of similar visitations may be traced to the same cause. But the effects of dreaming are as various as the dreamers, though the inconceivable rapidity of mental action in that state is well alluded to in the Arabian Tales, where a dervise desires a sultan to plunge his head into a tub of cold water, and the moment of immersion was expanded to the events of a long life. Queen Mab makes ladies dream of kisses, and tickles the parson's nose with a tithe-pig's tail:—

" Sometimes she driveth o'er a soldier's neck,  
And then he dreams of cutting foreign throats,  
Of breaches, ambuscades, Spanish blades,  
Of healths five fathoms deep; and then anon  
Drums in his ear; at which he starts, and wakes;  
And, being thus frighten'd, swears a prayer or two,  
And sleeps again."

And thus the sailor, in troublous sleep, hauls away at the weather reef-caring without effect; falls from the spritsail yard, and swims unavailingly after the ship; wishes to raise the alarm that a mutineer is going to blow up the magazine, but is unable to make himself heard; and in his extreme thirst he is striving to drink out of a horse-bucket, but is foiled by ideal cob-webs, bunches of yarn, or myriads of cock-roaches. In like manner we may presume that the Prime Minister now dreams of Papineau and O'Connell, and the two Canadas, with a shuddering dread. These, however, are transient phantasma arising from the previous motions excited in the brain; but the weary, the ill, and the starving, are liable to still more vivid visions. Such was the source of the temptation of St. Anthony, the frenzy of Stylites, and most of the other marvels of hagiology; and such was the morbid impulse of Burton in exclaiming—

" Methinks I hear, methinks I see  
Ghosts, goblins, fiends; my phantasie  
Presents a thousand ugly shapes,  
Headless bears, black men, and apes,  
Doleful guteries, and fearful sights,  
My sad and dismal soule affrights."

To a similar source must we ascribe the story told by Janeway, in his *Taken for Mariners*. It seems, that about the year 1670, two ships sailed together from England bound to Newfoundland, but were sepa-

rated by stress of weather. After a few days the wind and sea moderated, but one of the ships, apparently from springing a butt-end, suddenly foundered. In this disaster every soul perished, except one aged seaman, who contrived to lash himself upon the main-hatch. What followed must be in Janeway's own words:—

“He was floating three days and three nights; in which time, about the middle of the second day, the devil, assuming the shape of a mermaid, starts up before him, and bids him be of good heart, for, if he would but make a contract with him, he would engage a deliverance for him in twenty-four hours. The old man, being sensible that it was the devil, and doubtless having been a proving of his heart to God, as the circumstance of Providence he was under more immediately called for, found in himself a renewed strength put into him, enabling him to hold up his head, and, looking the tempter in the face, replies—*Ah, Satan, if thou canst prophesy deliverance to me, know, my God in whom I trust will deliver me without thy help; but, however, I will not comply to thy wishes; therefore, avoid, Satan, avoid!* so immediately he vanished, and appeared no more to him. But it so fell out, that the other ship being at that time in the same place of latitude, that night the cabin-boy dreamed a dream, that such a ship thereabouts was foundered, and every soul lost except such an old man, naming his name, who was saved on a piece of the ship, and floating in the sea; which dream the boy, in the morning, confidently tells to the company and his master. At length the boy began to show more confidence, affirming it, as if it must be true, inasmuch, he received some checks from his master. But the boy grew so restless, that he running up from one mast to the other, sometimes at the foretop-mast head, looking abroad, that at last crying out aloud, *Alow there! I see him, I see him, under our lee-how.* Thus confidently affirming it; some of the men stept up, and spy'd something at a distance, no bigger than a crow to appearance, floating, and advised the master of it, who presently commanded the helm to be borne up, and stood away to it; and when they came near, found it to be the old man, as the boy had said; so they hoyst out their boat, and took him in, who was then speechless, and almost spent, but by the care of the master and the chirurgeon, with God's blessing, recovered, and gave a verbal account of his misfortune, and yet wonderful deliverance, together with Satan's temptation as before recited; which ship in due time arrived safe at her port in Newfoundland, where this man was well landed ashore.

“For confirmation, I had this, and heard it related at my father's house in Salmon, in New England, by Mr. John Blackledge, a merchant, who is a person of a sober life, and in fellowship there, who then came from Newfoundland, and did affirm that he spake with the man himself, whom God wrought this wonderful deliverance for, he being then at Newfoundland, when the said ship arrived there, and the man went first ashore.”

There is something about this asseveration which we like, especially as Maister Janeway has given it the full emphasis of italics. The custom of uttering a startler, and then swearing to it, must have been very convincing to our “auncesteres,” and accounts for the circumstantial certificates which are appended to many narratives of sorcery and witchcraft. But we recollect no better instance of its application, than to the ‘*Voyage and Travaile of Sir John Maundevice*,’ as “emprynted” by Wynkyn de Worde. We profess to admire the address and enterprise of the good old knight, as well as the judgment with which he asserted the sphericity of the earth, and the possibility of navigating it “alle aboute, aboven, and beneathen;” but he certainly staggers us now and then. He tells us that Noah's ark was visible in his time?—that the

\* Struys had the impudence to repeat this 300 years after Maundevice's time,

Amazons still existed as a nation of females—that the sorcerers of the Great Chan created magnificent dances, tournaments, and hunts, damsels, knights, and animals, with day or night as demanded, by enchantment—that “pigmaus” marry and have children at six months old—that if “dyamonds” be wetted with May-dew, they will grow to a great size—and that the palace of Prester John was illuminated at night by gigantic carbuncles. These, and his giants from thirty to fifty feet high—his geese with two heads—his wonderful jewels—and his snails so great that many persons may “loggen hem in here schelles,” although often prefaced by the qualifying “men seyn,” would have baffled our belief but for the clincher. And who will dare doubt after reading it? “And for as moche,” saith the valorous knight, “manie men byleve not but that they se with theyr eyen, or yt they maye conceyve in theyr kyndly witte; therefor I made my waye to Rome, in my comynge homwarde to shewe my boke to oure holy Fadir the Pope, and telle hym of the meruayles yt J had seene in dyverse costrees; so yt be with his wyse counseyll wolde examyne it wyth dyverse folke that are at Rome, for there dwelle men of alle nacyns of the worlde: and a lytell tyme aftere, whan he and his counseyll had examyned alle thorough, he said to me for certayne yt alle was praveed for trewe, for he sayde he had a boke of Latyn that conteyned alle that, and moche more, of the whiche the *Mappa Mundi* is made after; the whiche boke I sawe, and therefore our holy Fadir the Pope hath ratyfyed and affermed my boke in all poyntes. And J praye to alle the rederes and hereres of this boke, zif it plesse hem, that thei wolde preyen to God for me.”

To return. That seamen should be astrological in some degree seems to follow as a matter of course; but their object in studying the “mansion” of the moon, or rather its age and bearing, is more to predict the tides and weather by, than to study destiny. Not but they have been known to dabble a little in that way; and they entertain grave notions of the marvellous power of the pallid luminary upon the sensorium of many a daft messmate. Herein, as well as in the smattering they have picked up of aeromancy and hydromancy, they but follow in the train of authority. Elihu appealed to celestial phenomena as guides to human action, and Job cursed his natal hour in somewhat of an astrological sense. The science probably arose among the Chaldeans, and has always flourished among the Orientals. Hints are to be gleaned, both in Hesiod and Herodotus, that the Greeks were not indifferent to the doctrine of heavenly influences in mundane affairs, though they evinced no skill in judicial astrology; but the Romans were so infatuated with the art, that it became difficult for the Emperors to expel its professors. Nor has this gross misapplication of talent been less esteemed in modern times, especially in France, where, under the reigns of Henry III. and IV., nothing of the least import was done without consulting the stars. Every great man, and the little great, had their horoscopes carefully drawn out; for of all the theorems in astral

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asserting that he travelled half way up the mountain in 1760, where he cured a monk, who rewarded him with a bit of the timber of which the ark was built, and a specimen of the rock on which it rested, both taken with his own hands from the summit, where he described the ark as remaining undecayed. Yet Struys descended without visiting the stupendous carack, contented with his bit of stone and his brownish-red splinter of wood!



theurgy, that of the natal star was the most implicitly credited, though we believe it hath never been yet settled among genethliologists, whether the seer ought to study the culminating planet for the hour of birth, or that of conception. Even with us, so late as the Civil Wars, both the King and Parliament were wont to buy up the predictions of Kelly and Lilly at swinging prices; and Gadbury was in such request among commercial men, that he published his "Astrological Seaman" in order that every ship might have her fate foretold. As astrologers practised only the white magic, leaving the black to those of the compact, their art or mystery escaped the early statutes enacted against sorcery and witchcraft. Indeed, Milton seems to consider it highly, in saying that the great Creator

"Taught the fix'd their influence;  
Which of them rising with the sun, or falling  
Should prove tempestuous."

Though no *adept* in the notable knowledge of alchemy, the seaman has a thorough belief in its practicability, and will spin a yarn of many fathoms in length, on the wonderful powers by which certain magicians in India, Lapland, or elsewhere, can transmute any base refuse into gold and diamonds. He will instance a case which "everybody knows to be true," how a ship in great distress at sea, was cruelly passed with jeers and laughter by one vessel, while another hove-to, and humanely supplied her with half the provisions they had. To the surprise of all hands, on arriving in port, the good captain found that all his iron pigballast was converted into silver, while the hard-hearted one discovered that his rich freight of dollars was turned into *terra damnata*. Here again Jack's notions bear the authority of Albertus Magnus, of Isaac the Monk, of Roger Bacon, of Raymond Lully, and of the whole Hermetic school. It is true that the Italian adage warns one against the poverty-struck professors of the *science*—"Non fidatevi al alchemista povero, ô al medico annalato;" that Reginald Scott ridiculed the "beggarlike arte of alchymystric;" and that Harris sarcastically defined it an art without skill, originating in falsehood, and proceeding through labour to beggary—"Ars sine arte, cujus principium est mentiri, medium laborare, et finis mendicare." But what availed such sneers against the homage of Kings, Princes, and Nobles? Even philosophers who saw the delusion, yet praised it as the parent of many useful inventions and discoveries, and numbers of the most intelligent of their respective ages were found among its votaries. It was but lately that Mr. Thorpe, the bibliopole, showed us a letter in Lord Treasurer Burleigh's own autograph, displaying his credulity on this head. It is dated "Theobald's, July 22nd, 1568," and invites over Sir Edward Kelly from Prague, with his secret of the philosopher's stone, urging, among other considerations, its seasonableness for supporting the charge of Elizabeth's navy, then going forth to encounter the Spanish Armada. His Lordship concludes this letter, that the Queen is then on a visit to him, and he could be content to have the time tripled for her Majesty's stay, so that he had but one corn of Sir Edward's powder.

The love of the marvellous is not yet under proper regulation, even in the minds of many who do not go the length of supposing occult communication credible. Divination, therefore, holds extensive sway; and not only sailors, but their officers also, have been known, even

recently, to get their "fortunes told" previously to quitting port; of which a notable instance may be found in Flinders' voyage. This superstition, whether officiated by a raving Pythonissa, a deluding wizard, or an artful gipsy, is one of pretty long standing, being at least coeval with idolatry. It spreads over the whole ancient world, sacred and profane, and was so rife among the Romans, that Cicero demands of Quintus, "Are there any people who do not receive divination?" Even in our own dear island, the practice obtained so universally, and with such precision of ceremonial, that Pliny thinks the Britons might have given lessons to the Persians themselves. The performers, to be sure, only profess the white art; but as their influence extends to raising foul winds, creating brawls among messmates, stranding the head laniard of a hammock, slipping a ladder from its cleats while a laden wight is descending it, and other mischievous pranks, they have been bitterly denounced. On shore they can blight the gram, and destroy the fruits of the earth, by arts which the curious will pick up in the *DemonolatRIA* of the cruel Remigius, a philosophic gentleman who gloried in having brought 900 witches to the stake. Yet there have never been wanting good advisers upon the subject. Old Ennius, speaking of the fortune-tellers who promise great wealth, says, that if they wish to be believed, they should deduct the small piece of money with which they are palmed, and bestow the rest:—

"Quibus divitias pollicentur, ab his drachmam petunt;  
De divitis deducant drachmam, reddant caetera."

And Butler, with his usual shrewdness, describes the conjuror's art:—

"His business was to pump and wheedle,  
And men with their own keys uniddle;  
To make them to themselves give answers,  
For which they pay the necromancers."

From these premises, it is evident that this branch of mental debasement is no more indebted to seamen for existence, than any of the others to which we have alluded. But it must be conceded, that the faith of honest Jack in the skill and power of conjurors is prodigious. He thinks that the man with the wand can send a familiar to any distance with good or evil bodings, and that he can sell charms of unerring efficacy against the general perils of the sea. He is sure that the Brahmins of India can transport him from Madras to Mevagizzy in a trice, and return him safely to his duty, provided he does not utter a syllable to his family; and he knows that a door which those cunning priests have placed in a subterraneous passage under Bombay castle, could not be forced open without the whole island instantly changing its latitude, by taking a trip down the Malabar coast. He has long been aware that the Barbary magicians, by a black ointment spread on the palm of the hand, can show shades of people of any country, dead or alive, though some recent exhibitions of the kind, in Egypt, seem to have been considered as novelties. He verily believes the Lapland witches can sell you a bag full of fair wind, as well as that they can throw a gant-ball to destroy a distant enemy, and he is marvellously fearful of the consequences of perjury to an oath sworn over a ring-bolt.

Though less addicted to periapts and amulets than their continental brethren, British seamen are not altogether without a regard for such safeguards. The omentous fold called a *saut* has long preserved a

mystic reputation, and is still much worn. Lampridius relates, that it was carried, in his time, by orators and pleaders, as imparting the power of persuasion; and its efficacy in preserving its wearer from drowning is so well established in modern days, that we even now frequently see them advertised for sale, at prices varying from 10*l.* to 40*l.*; the said advertisements being very complimentarily addressed to "*CAPTAINS OF SHIPS, and others frequenting the sea.*"

We now arrive at the most vulnerable part of the seaman's superstitious creed, and that which is the most vividly felt and acknowledged. The reader will scarcely require to be told, that we allude to the doctrine of ghosts and spectral phenomena, "the last lingering fiction of the brain."

[To be concluded in a future paper.]

#### THE ROYAL NAVY: MANNING THE FLEET.

It is deemed necessary to preface the continuation of this subject with a few remarks, some of which, with greater propriety, might have appeared earlier, had not an oversight led to the omission of them.

The Act 5 and 6 Will. IV. cap. 19, known as the Register Act, contains one clause of high value in raising seamen. This is clause 31, respecting apprentices. The penalty of non-observance, however, being only 10*l.*, we are, both from its inadequacy as a mulct, and also from observation, much mistaken if the cupidity of ship-owners allows it to be properly obeyed, and would enjoin naval Commanding-officers to pay particular attention to it in the muster of crews, and examination of agreements, which clause 50 authorises. For although apprenticeship will do nothing towards actually manning the Navy, it will accumulate good materials for that purpose, by forming more skilful seamen and better subjects than are produced by a less regular system of nautical instruction: hence, they will be happier and more easily governed when in the service of the State—a contingency which, in all reasonings upon their condition, ought steadily and constantly to be kept in view.

This Act, being in common use, enjoys a sufficient publicity; but an Act, 5 and 6 Will. IV. cap. 24, to encourage voluntary enlistment, can scarcely be considered to be in active operation, and, consequently, has very limited publicity, even among naval officers; and of merchant-seamen, whom most it concerns, it may be questioned whether one in twenty ever heard of it. In some custom-houses it is exposed; but seamen rarely have occasion to enter them, and the interest of the masters who do, would not, in their short-sighted policy, be promoted by imparting its provisions, even if they are acquainted with them, to their men. This ignorance very seriously mars the object the Act was designed to serve; but means are open to diffuse a knowledge of its advantages among the rising generation of seamen. Let a comprehensive abstract of the leading provisions be condensed as briefly as possible, and appended to every indenture of sea apprenticeship, which would not increase the cost of that instrument—which once, at least, must be in the hands of all who shall regularly enter that calling! The obscurity

in which cap. 24 seems to have dwelt since it became law, occasioned it to be overlooked in the former part of this article, wherein some observations occur which strictly are not applicable, inasmuch as it provides judiciously and liberally for the encouragement of voluntary enlistment, on the equitable basis of limited service. Its utility, therefore, will be measured by the amount of voluntary enlistment it may stimulate; but as both this Act and its fellow have proved inadequate to produce a *ready and constant* supply even of a peace demand; and as the position assumed here, on the whole question of manning the Navy in war, is, that voluntary enlistment will not entirely suffice, this position has not been, in the least degree, shaken by a careful perusal of that Act, induced by the awakened recollection of its existence.

In this paper it is proposed to adduce some other reasons in support of that opinion, and to remark on the exception to the compulsory principle formerly alluded to. On abstract principles, having reference to equal rights and to freedom from control, impressment is indefensible, however the power may be considered to be "founded upon immemorial usage allowed for ages."\* It has been attempted to justify it, on the ground that the liability to being impressed is an implied or necessary consequence of a seaman's calling; and, substituting the term compulsory service for that of impressment, there appears good reason to accept this abused ground of justification as the true one. Discarding sophisms on a common-sense question, it seems to be sufficient to rest its justification on the fact that, as public safety is the supreme law, to serve the country at her need, is a universal condition of allegiance; and it seems to follow, that if the art or skill exercised by seamen, or by any other craftsmen, becomes indispensable to the general weal, and it be not rendered voluntarily for the best recompense the State can afford, it appears an unavoidable conclusion that it must be obtained compulsorily. It would be a frank procedure, therefore, to have this too-probable necessity constantly inculcated upon the minds of seamen at all convenient opportunities; and as one mode of ensuring publicity to this contingent liability, it should be expressed on the indentures of all seapartners. This, in some measure, would prove the value of an opinion frequently produced, that parents of the lower classes are deterred from sending boys to sea from an apprehension of compulsory naval service—an assertion that we never have seen reason to believe is borne out by observation. We venture to predict that no boy would be deterred from going to sea, or would quit the country on the expiry of his articles, from such a fear. Such policy would be more sound, and even humane, than that which has too much been pursued, of fanning hopes that in the next war it will not be found necessary to use compulsion; an assumption the confirmation of which cannot rationally be expected by any one who has examined the question in all its bearings, and who has watched the progress of volunteering in the peace.

This advice may be pronounced rash, or even odious; but, again, it

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\* The legal character of impressment has ever varied with the opinions of the judges of the land, and the circumstances under which it has been resorted to. Decisions sometimes have protected, and at others have condemned, the active agents: a manner of trifling with a subject of the highest public interest unworthy of a great people; to whom it would be more creditable to dismiss such quibbling actions, and at once to grapple with and settle the difficulty.

is asked—Do any proved means exist that will enable the State to avoid the course which such advice is designed to serve? It was by Divine command, for a special purpose, rather than from manifested inclinations, that man first prepared to be floated from his native element—which may countenance an opinion sometimes expressed, that after that purpose was accomplished his vocation did not lay upon the ocean: there, however, he has sought it, not only from choice, but often with an irrepressible ardour, rarely observed in, and less influenced by, dissuasive arguments, than is noticed in any other youthful prèdilection. Experience also establishes, that with much bitter there is some sweet in this pursuit, and that it is productive of high excitement, which is necessary aliment to minds of a peculiar temperament. Still, among the lower orders, this predilection has seldom, and least of all when most needed, taken a direction towards the Navy, wherein it is not difficult to account for the indisputably settled aversion of the generality of seamen to serve.

The most prominent evil of impressment was the distress and suffering occasioned in the families of the victims by the abrupt and harsh severance of social ties—and also to themselves, by apparently blasting the hopes of advancement of all, and the realization of those hopes to some, from the apparently interminable prolongation of the war, which (most unnecessarily) led to the retention of all the impressed while health remained. But if the practice injured the prospects of many, it was not an unmixed evil, as to some, though unexpectedly, it proved a road to fortune; for although in the Navy, as elsewhere, personal worth often is made to cede to the possessor of adventitious advantages, yet there are living examples of sheer sterling merit in foremast-men having found its way to observation and distinguished rewards. In every grade, some commissioned officers, and nearly all the Masters prior to 1815, had been impressed Mates; and nearly all the warrant-officers of the second class had been impressed seamen.

Viewing the greater certainty of the public recompense contrasted with the risks in trade, it may fairly be assumed that all these persons obtained as liberal provision as would have accrued to an equal number of the most favoured of the impressed, if they had been left at liberty to seek fortune elsewhere. This is cold comfort to such as imagine their prospects to have been blighted; but as it is impossible to divine upon whom the fickle dame would have showered her favours, it were presumptuous in the disappointed candidates to conclude that success certainly would have attended their exertions. If this be insisted on, an equal number of persons who did succeed would have remained subordinate. At the close of the war most of those who did not obtain advancement had pensions bestowed on them.

—Except on the principle that evil is fertilely reproductive, and that the victims of violence sometimes become its most willing instruments, it is difficult to comprehend the alacrity which was displayed on this service by men-of-war's-men (not hired press-gangs): the unprompted zeal and ingenuity they evinced in discovering the stow-holes of those they sought is remarkable. The manner in which protections were granted was very faulty: exclusive of incapacity from age or physical defects, the only basis of protection should be past naval service. From disregarding such an obvious ground of exemption, it resulted that many seamen who had served prior to the Peace of Amiens, served also during

the whole of the following war; while others, many of whom had never served for a day, passed their time comfortably and profitably in the receipt of enormous wages, between their own homes and voyages in coasters.

We once served with a remnant of a crew who were not discharged during that peace. On the renewal of hostilities they considered themselves to have been unlucky, but received a verbal promise, conveyed through a Flag-Officer, that themselves and others similarly circumstanced should be the first to be discharged. When peace took place with France, they were at home; and although soon afterwards some ships were paid off, these men were disregarded, at which they justly felt aggrieved: the ship, however, was one of the happiest in the Service, and the Captain one of the most popular officers; hence, all passed off quietly—which, in opposite circumstances, might not have been the case. Their ill-luck pursued them: they were sent abroad for a year, and returned just in time for the *hundred days*, which to them appeared to promise another long war—which, fortunately, was not realized; but the whole affair strongly struck us with the advantage, as well as justice, of strictly fulfilling promises to seamen.

A severe necessity for compulsory service, operating in requisitions so unequal and partial, must have repressed and weakened a sentiment which, if it did not rise to the rare dignity of genuine patriotism, at least rested upon a moral basis, and induced many humble seamen to endure unto the end the deprivation of liberty to which they were subjected, almost hopelessly of release; for it is well known that many more of them might have deserted if they had not been deterred by the plainly conceived sentiment alluded to. In that war a plan was adopted occasionally, of granting *long leave*, as it was called (the shortest term, if we are correct, being a fortnight), to ships' companies which had passed three years upon a foreign station, and who received one-third of the pay due to them. In our ships most of them returned exactly to their time, and though some went to the remotest part of the kingdom, most of them reappeared. Such fidelity reflected great credit upon them, as, then, pensioning for service was not even anticipated—so that no sacrifice on that score would have been incurred by failing to return to leave granted under no express stipulation. A statement showing the proportion borne by defaulters to *long leave* would confirm the views taken above of the honourable feelings which actuated the mass of the men-of-war's men of that period.

Naval service was not obnoxious to seamen alone, for, if our recollection serves truly, men-of-war's men deserted in pretty equal proportions. The inducement of higher earnings offered itself to the imagination of all, but perhaps more strongly to that of the seamen. If they did desert in a greater proportion, the difference probably may be referred to their tact both in foreseeing and in seizing opportunities, which, it is reasonable to suppose, would be more obvious and more easily available to them than to others, whose position on ship-board was more strange.

Leaving impressment, its indiscriminating rapacity, tenacious retention of its victims, and the misery entailed on their weak and helpless families, with a conviction that it will not be needful again to have recourse to it, although the form of compulsory service that as surely must supersede it, however modified, cannot entirely be unattended with individual suffering, we proceed to consider the pecuniary and other

immediately personal inducements offered in the Navy, and in the merchant service ; and also the prospects they respectively open to seamen of advancing their condition in society.

In the Navy, from first to fifth rates, inclusive, about 22 per cent. ; in sixth-rates, and in all vessels below them, about 46 per cent. : of the war-complements are ratings of petty officers, all of which are filled by seamen, and by mechanics. The proportion of good ratings being greatest in the smaller classes, partly accounts for the preference usually evinced by seamen to serve in them, as it is observed that such vessels are soonest manned.\* The wages of these ratings vary from 1*l*. 16*s*. to 2*l*. 13*s*. 6*d*. ; those of able-seamen are 1*l*. 14*s*. ; of ordinaries, 1*l*. 6*s*. ; and of landmen, 1*l*. 3*s*. per *lunar* month.†

In the merchant-service the situations of master, mate, and carpenter, form about a fourth of the total number of persons employed. The wages of masters may be quoted from 4*l*. to 12*l*. ; of mates, from 3*l*. to 8*l*. ; and of carpenters, from 4*l*. to 5*l*. ; of able-seamen, 2*l*. to 2*l*. 5*s*. per *calendar* month—in the North American voyages, however, about 3*l*. are paid. The wages in merchant-ships vary slightly during peace, with fluctuations in commerce, and also, as seen in the instances named, as respects the trade engaged in.

The above are the wages in the port of London ; at Liverpool, and in most other ports, they are commonly rather less in amount. The pay of an able seaman in the Navy is at the rate of only 4*l*. 18*s*. per annum less than that of him who, in a merchantman, receives the highest wages now given, the American voyage excepted. It is conceived that this difference entirely vanishes, when it is considered that the mean duration of merchant seamen's engagements does not exceed six months ; while the naval seaman's term of service\* seldom is shorter than three years, and usually exceeds it,—for although cap. 24 fixes that term to be five years, a wise moderation does not exact its strict fulfilment. It is quite certain that in three years a naval seaman earns 3*l*.  $\times$  39 = 66*l*. 6*s*., but it is not probable that in the same space of time a merchant seaman will earn 45*s*.  $\times$  36 = 81*l*. As it is a point of honour with Jack not to leave Poll until they are *hard up*, in both Services commonly, seamen do not seek employment until they find themselves in that condition, in which it is evident merchant seamen are plunged oftener than others. This observation applies solely to the amount of wages earned in each employment by an able seaman in a given time—say three years : otherwise it is doubtful whether an unbroken term of that length, although perhaps essential in the Navy, does not in many instances retard voluntary enlistment.† In other particulars, the naval seaman enjoys pay while on leave of absence, and also for a month after he goes into hos-

\* A preference that, in the case of petty officers, does not need to be quickened by an equality of pay with those serving in large ships, who do not enjoy such favourable opportunities of prize-money, or salvage awards.

† Most of the men now serving fill the ratings of able-seamen. From a Return before us of the actual complements borne by six ships-of-the-line, nine frigates, and nine sloops, the proportions of the aggregate may be taken as follows:—Able-seamen 75, ordinaries 23, and landmen 2 per cent. This is an excellent arrangement as regards able-seamen, so long as the spirit in which it shall be carried out tallies with the letter ; but where this is not the case, it affords but an indifferent criterion of the real composition of a crew.

‡ The victualling, as formerly observed, is superior in quality, variety, and regularity of issue, the quantity being quite sufficient ; besides, after short allowances have been served, the value in money of the deficiency is faithfully paid.

pital or sick quarters, which in all cases are afforded gratuitously, and most liberally, where he remains until cured. Also when wrecked, or imprisoned by an enemy: whereas, in the last misfortune, the merchant seaman does not receive any, nor in the former either, except in rare instances.\*

In the allotment of half-pay, how perfect is the confidence of the aged parent, or of the lone wife of the naval seaman, when she presents herself to receive the tribute of filial duty, or of connubial affection! She is not kept waiting for hours at the counting-house of a mercenary ship-owner, and dismissed penniless with the gruff answer—"There have been no accounts from the ship lately,"—a scene in which hundreds of the half-starving relations of merchant-seamen act that distressing part monthly in the neighbourhood of the River, although some ship-owners are as exact as the Government in paying such demands. The naval seaman is remunerated for wounds, or other injuries, on a scale far more liberal than the merchant seaman, and continually is strengthening a claim either for an asylum in old age, or for a pension, which is graduated according to service, station, and conduct. Against these prospective rewards, lately there has been a slightly neutralizing influence set in motion: instead of the  $2\frac{1}{2}$  per cent. duty on seamen's wages, formerly paid to Greenwich Hospital for the solace of naval seamen, a duty of 5 per cent. is levied, producing about 20,000*l.* per annum, which is to be devoted entirely to the relief of maimed and worn-out merchant seamen. Such an application of the fund is perfectly equitable to the contributors, but although the alteration may not diminish the rewards of naval seamen, it renders merchant seamen rather less dependent upon such rewards. Merchant seamen may spend all their wages as they please, and, as often happens, go to sea half naked: some mercantile commanders, however, will not ship a man unless he bring sufficient bedding and clothes, well knowing that those who have them not must be incapable of performing their duty in certain contingencies of season or of weather. If this were more commonly insisted upon it would do much towards creating provident habits among seamen, which would cure their follies sooner than anything else: such a condition, however, can be enforced anywhere only when men are plentiful.

In the Navy, making every allowance for the advantages to good order derivable from the smart appearance of a crew, as well as the more solid one to themselves of so regulating their clothing as to preserve health, for the former of these purposes, perhaps, sometimes they are too much controlled in the disbursement of scanty means. Finally, in this comparison of advantages which come home to the feelings of the most un instructed seaman, let any unprejudiced observer visit the lower deck of a ship-of-war at meal times, or at any time, and contrast the cleanliness, order, and comfort which reign there, with the wretched habits exemplified in the obscure and noisome dens inhabited by merchant seamen, and on this point, at least, he will not hesitate to accord a preference to the Navy. The pecuniary recompense is higher in merchantmen, but after a close comparison of the collateral advantages offered in both employments, the difference in wages turns out to be so merely nominal, as not to afford a ready clue to disentangle the difficulty of obtaining volun-

\*. Naval seamen occasionally labour in dockyards, transports, or merchantmen for which they receive extra pay.



teers, at least in peace. The inequality in money wages is well compensated in money's-worth to the naval seamen, and at this stage of the inquiry the preponderance is so decidedly in his favour, as to afford a reasonable inference that every ship-of-war would be manned within twenty-four hours after the pendant was hoisted. The careless, roystering, happy-go-lucky fellow, therefore, who, contented with his lot in life, is desirous of the utmost share of animal enjoyment compatible with following the sea, and afterwards of a moderate but certain provision for old, or even for late middle age, will do well to enter the Navy.

We come now to consider the prospects and opportunities offered to seamen in the two employments respectively, of advancing their condition in life. The increasing fermentation of society ever is casting up men, "who push from their stools" others who started in life under favour of greater artificial advantages. Hence in the merchant service, as in other private employments, there are no insurmountable bars to the exertions of candidates of the humblest origin in the pursuit of wealth and its relative consequence: and instances abound of the success of many such persons, whose only capital was industry, perseverance, and a dash of that capriciously-bestowed aid, which men call good fortune.

As in other public employments, so in the Navy, there are no legal limits to the gradual advancement of a cabin-boy to the highest rank and honours; but there are other obstacles, which at present are almost as invincible as those of the other kind would be if they existed; these are custom and opinion, and even such not unfrequently were surmounted in former wars. In the late one, a Field-Officer in the Army had risen from the mean occupation of a chimney-sweeper; and in the Navy, an officer of corresponding rank, from that of ship's barber: many others in both Services rose from less extreme employments in humble life. In the Army at present, and as it would appear preconcertedly on an extensive scale, men frequently are raised from the ranks to commissions; but in the Navy it may be doubted whether, during the last twenty-three years, the conventional limits alluded to have been passed half as many times; nor is it likely they ever will be again by seamen to the same extent as formerly, although a period may arrive when merchant officers will find favour,—but of this hereafter. To those who are acquainted with the general character of the men who compose, and with the economy of the two Services, it will be easy to imagine that the admission of a serjeant to the society of his officers, is a transition less embarrassing to both parties than would be that of a captain of a top to intimate communion with his, in the altered state of the Navy. Nevertheless, when contrasted with the political organization of the two countries, and particularly so with a standing burden of popular charge against our own, it is a singular fact that, in all public institutions and offices, in proportion to their respective duration and extent, that many more persons from inferior station have risen to rank and honours in England than in the United States. As the Navy rears its own officers from a class of persons who enter it expressly in the reasonable expectation of sharing in the promotion it affords, for which they regularly are prepared by education and experience, that Service cannot offer to the mere foremast-man a rational prospect of advancement beyond the grade of second class warrant-officers—namely, the posts of gunner, carpenter, and boatswain; and this grade, most unadvisedly as we consider, has during the peace been shorn of the widow's pension, that previously

operated so powerfully as an inducement to steady, respectable seamen to aspire to it. It has been stated, that the wages of the most inferior merchant officer exceed those of the superior naval petty officer, and taking into account the peddling trade the former always carry on, the indescribable happiness derived from the more frequent indulgence in the social affections, and favourable opportunities of superintending a family, and lastly, the comparative freedom from restraint—(there is the rub)—the situation of master of a coaster, or master or mate of a foreign trader, is much to be preferred to the best rating the Navy affords. Yet it is from such men as petty officers and steady able seamen, that all masters of coasters, and many masters and mates of foreign traders are selected, those posts being ever open to the competition of candidates of merit, who commence their career before the mast. Here such men enjoy ample verge and scope for their exertions. After the rewards held out to merit, and in advancing from a low to a prosperous condition, they also are more favourably placed for fulfilling the duties of “king and priest” over their own humble households, than as petty officers in the navy. The merchant service, therefore, offers to needy unpatronised merit in the lower classes a boundless field of action, in the infinite variety of its employments, and in their adaptation to the habits and miscellaneous and commonly slender education of the generality of merchant seamen. Those, therefore, of that body who are of an energetic character, and enter into the business of life with an earnest purpose of watching for opportunities to improve their condition, as all men do under the hope, will stand the best chance of realizing that determination in merchantmen; and as this important difference between the two Services must be obvious to the meanest understanding, it will ever operate to the disadvantage of the Navy.\*

We will now pause in the consideration of the subject, in order to produce some evidence from a distant quarter, that is strongly corroborative of that position. There is ample reason to conjecture that the perplexity treated upon is not peculiar to England, but that in similar need it would be experienced in the United States, the only other country where voluntary service is relied upon. In the late war it was currently known that extreme embarrassment was experienced in manning their infant navy; and painful as the confession is, it is equally notorious that the want was partly supplied by unnatural recruits, who, from the accident of birth, rather than from patriotic feelings, were Englishmen. And to whatever extent the vauntings of America may be realised, however her exertions may dim our ancient and hardly-earned naval glory, it is to be apprehended that, as was the case in the lucky accidents that attended her naval rivalry, parricidal hands will strike the blows. At the former period, perhaps it was not generally known, and probably it is still less so now, that the American Government in the midst of its vapouring about *sailors' rights* and the *liberty of the seas*, openly avowed that it was placed under a necessity to violate these rights, for we hesitate not to admit impressment to be a violent invasion of liberty, although it, or any other compulsory resort may be justified by circum-

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\* It is presumed that the inducements enumerated to naval service have not weakened, but rather strengthened our position, and prove as clearly as facts can demonstrate, that a love of independence of control is so inherent in mankind as not to be bartered for a mess of pottage, and especially if a larger mess is to be obtained elsewhere.

stances. It is on record that, in 1814, the Secretary of the Navy, in a Report to the President, strongly recommended impressment, as the only possible mode of filling up the complements of the twenty-two ships of war then in commission. That the advice was not adopted, may partly be ascribed to their successes obtained almost contemporaneously on the lakes: the pompous inflation of these it was hoped would impart a sufficient impulse to recruiting. This, however, was not realized, and the early cessation of hostilities rendered unnecessary both a continued appeal and the proposed compulsion. That crisis, then, having passed, perhaps the confession of weakness in this cherished point that it produced, was viewed with regret in a community where the national vanity, then at its highest flow, might have been offended by a recollection of a truth so counter to its professions and institutions. The American author, Cooper, once served in the navy, and his opinion, therefore, is worthy of attention. Treating upon the subject in 'Notions of the Americans,' he admits that "it is certainly easy to conceive circumstances in which it would be difficult to procure seamen." Further—"Although impressment is not, ought not to be, nor *probably* ever will be tolerated in the United States, a *naval draft* would be perfectly just, and if it be not now, it might easily be made constitutional." Prudently, the disclaimer is not couched in language very abhorrent, and is followed by a direct and sensible avowal of the right of a State to obtain the assistance of a particular class of its subjects by legalized coercion; for as the exact meaning of naval draft does not distinctly appear, the most liberal interpretation cannot make less of it than the kind of volunteering so naïvely tendered by Bullcalf:—"In truth, Sir, I had as lief be hanged, Sir, as go. And yet, for mine own part, Sir, I do not care, but rather because I am unwilling, and, for mine own part, I have a desire to stay with my friends; else, Sir, I did not care for mine own part so much." Recently, Cooper has broached an opinion that, in future wars, the desired end may be attained by withholding commissions from privateers. It is admitted that such a restriction would promote it to a certain, but, it is imagined, a very limited extent; for as all American writers, including himself, assert for the national character uncommon flexibility in adapting itself to new circumstances, this facility, together with the ease with which, according to the same authorities, subsistence may be obtained at home, render it very doubtful whether the expedient would fully answer the purpose, although there can be no question that it would confer immense benefit upon our maritime commerce. Besides, it may be observed that, in the late war, their Navy can scarcely be considered to have had a rival for the preference of seamen in the mercantile marine, which was confined to its own harbours, except a few coasters and adventurous runners, mostly letters-of-marque; the privateers certainly did not absorb a fourth part of the seamen previously employed. Leaving the value of this project to the proof, during the last twenty-three years there have been no privateers to compete with the Navy for seamen, yet there is abundant reason to suppose that the disinclination that was manifested to serve in the late war, by men who not only had a deeper personal feeling in the rupture than any others, but who previously had been represented as burning to, avenge their wrongs, and to display native prowess,—there is sufficient reason to suppose, that this disinclination has existed up to the present time. During the term named, nearly all

the annual reports of the Secretary of the Navy to the President have represented the difficulty encountered in recruiting seamen. The Report for 1836 (the last of those documents that has fallen under our notice), in urging the propriety of increasing the Navy, in order to afford protection to commerce, states, "there is no serious difficulty in sending out such a force, but that arising from the want of seamen, and this difficulty will be in some degree obviated on the arrival of the vessels now on their return home." In announcing the approaching departure of a ship of the line and of a large frigate for foreign stations, it says, "It is important that each of those ships should be attended by one or two smaller vessels; but this is impracticable, in the present state of the Service. It will be easily perceived, therefore, that the force wanted for the protection of commerce exceeds the means of supply which this department can immediately bring into operation. When, therefore, on the 18th of May, 1836, it was determined to send out an exploring expedition to the South Seas, I considered it impracticable to fit it out under eight or nine months, without a serious injury to other branches of the naval service. The only insurmountable difficulty, in my opinion, was the recruiting the requisite number of seamen in three or four months, without interfering with arrangements already made for sending ships to other stations. As, however, it was your earnest wish that this measure should be carried into effect with the least possible delay, and as the officer selected for the command gave assurances that the difficulty of obtaining seamen could be obviated by giving him power to have them recruited under his immediate superintendence, and for this particular service, it was determined to make an extraordinary effort to accomplish these objects. Every facility consistent with the rules of the navy was afforded to him. It is believed that every proper exertion has been made, but without the anticipated success, no more than about 200 being as yet recruited; and as 515 petty officers, seamen and ordinaries, boys and marines, will be required, it is evident that a considerable time must yet elapse before the expedition can be ready for sea. Although the return of the public vessels now ordered home will to a considerable extent furnish men for future service, yet sending out so large a force as that required for the exploring expedition, to be detained for the term of three years, cannot but be felt as a serious inconvenience in fitting out the number of vessels wanted for the immediate service of commerce."

The tone of this report, taken with the prevailing one in others from the same department, proclaims the poverty of the States in the one thing needful to give effect to their otherwise admitted large pretensions to naval power, and also shows that the "handy-dandy" system obtains in their peace-establishment as well as in our own; or, in other words, that in both there are no material changes in the crews that compose them. The exploring expedition is the first the Government has sanctioned; a circumstance which, together with the objects contemplated, procured for it all possible favour in equipment. Contemning, however, the ample experience of England and of France in similar undertakings, although with far less noisy heralded pretensions, they have conferred everlasting benefits on science by their exertions in geographical research: despising these examples, the expedition was projected upon a scale of unparalleled magnitude, comprising a frigate of 36 guns, two brigs, a store-ship, and a schooner.

Nearly two years have elapsed since the note of preparation was sounded ; and although, in the progress of equipment, some minor obstacles, of a character distinct from the primary object of this inquiry, have arisen ; among others, that of a change of commander, yet it is rumoured that eleventh-hour wisdom has decided that a frigate is not required for such a purpose. Viewing the language, however, of the Report, it seems more probable that, if she had not been countermanded, the manning of the remaining vessels would have been jeopardised. It is pleasant for us to feel that, upon a pinch, England could furnish an expedition of " thrice five hundred men," without incurring the delays which seem to have attended that of our trans-Atlantic brethren.

Although in Europe no extraordinary accessions to knowledge are anticipated to flow from the expedition, or that the illustrious names of Columbus, Cook, and La Perouse will be eclipsed, yet in America it has already been magnified into something more than a nine days' wonder ; so much so, indeed, as in some sort to have inflamed the imagination of the officer who came here to purchase instruments. In his report he says, " It is impossible for me to give an adequate idea of the enthusiasm which prevails on the subject of the expedition in England among all classes. I am at a loss to conceive what more could be done for it, if it was fitting out by their own country, to forward its success." He handsomely acknowledges a kind welcome and zealous assistance from our scientific men ; but as science is of no particular country, we should deeply have deplored had occasion been given for an opposite statement ; but as to the enthusiasm among all classes, in a nation which almost periodically sends forth public or private exploring expeditions, by land or by water, and in which, so strong is the thirst for enterprize that some have been projected even into mid-air, we take leave to doubt, not the integrity of his belief, but the correctness of his observations on things terrestrial.

As regards the Service at large, a preliminary required by Cooper for securing a prompt recruitment, is a popular war. Now, as war cannot deliberately be declared by the United States, unless sanctioned by considerable majorities of elective representative assemblies, the decisions of those bodies must ever be taken to echo the sentiments of a majority of the people, even though dissent be manifested by a minority respectable for talent, as well as in numbers, an almost constant accompaniment of broad popular representation, and freedom of discussion. If this be correct, the war of 1812, which, as has already been observed, peculiarly claimed the sympathies of the seafaring population, and that which impended in 1835—6, were as popular as any in which it is likely the States will ever engage ; but on neither of those occasions, except in words, was a corresponding enthusiasm manifested by native seamen for naval employment.

In order to invest the admissions that have been quoted, with their proper value, it must be remembered, that the average peace-establishment of the United States, has not exceeded 7000 seamen and marines, and that more than half of that number are foreigners, and chiefly Englishmen, who have been allured by the high rate of pay. The wages paid to petty-officers vary from 18 to 19 dollars. The wages of an able seaman are 12 dollars (2*l.* 9*s.*) ; of an ordinary, 10 dollars (2*l.* 0*s.* 10*d.*) ; and of a landman, 8 dollars (1*l.* 12*s.* 8*d.* sterling) per month. We are ignorant whether pensions are paid to

seamen for long service, although they receive them when wounded or maimed; and the widows of such as may have lost their lives in the Service, or from disease or injuries contracted in it, receive pensions equal to half the amount of the pay that was enjoyed by the sufferer; a very liberal scale of recompense. Discipline is more severe than with us, which may be accounted for upon the supposition that, as the few citizens who enter do so under very exalted notions of republican equality, some of these are early found to be inconsistent with their new position; and in order to produce an uniformity of action, which in the Navy is more essential than that of sentiment, the ruling power finds it necessary to repress with a strong arm a disposition to license, which cannot be tolerated under any public flag.

From 1816 to 1830, the English peace-establishment employed about 20,000 blue-jackets; subsequently it was increased, and at present employs about 25,000. Except a few African kroomen, scarcely any foreigners are comprised in it, and perhaps not twenty Americans. The circumstance of so many of our seamen being in the service of a rival power, although at the first glance it may wound our nationality, may be accounted for generally on the ground of their wandering and restless propensities, and, in this particular instance, from their profitable employment among a people speaking the same language, and of similar habits.

It is not unreasonable that seamen, who receive so little consideration from their mercantile employers as ours do, should be led by the cosmopolitan notions which their calling has such a strong tendency to inspire, to the best market they can find, which certainly is in the States, where the average of able seamen's wages in the merchant-service is about 17 dollars (3*l*. 9*s*. 5*d*. sterling) per month.\* The commercial marine, therefore, employs a still greater number of English seamen in proportion to citizens than the navy, the difference between the wages of the two employments being even more favourable to the merchant-seaman than it is here; fairly showing, as a constant principle, that the same effect will ever be produced by this kind of competition. It ensues that, while our supremacy on the ocean shall be of the decided character that, with judicious management, it may be for a long and indefinite period, our merchant-ships will enjoy so good a carrying trade in war as will enable them powerfully to compete with the Navy in wages, and indulgent treatment; while in the Navy discipline, in all probability, would assume a more rigorous tone. In other words, in war, insurance, freights, and if not profits, certainly wages will in the same order rise consecutively, and lucrative commerce will derive from protection, the means of rendering such protection more expensive and difficult to afford. In almost all conceivable conditions of affairs, America also will be a competitor for the naval services of our seamen, as has been proved by experience, and as may be anticipated from the previously noticed considerations, and the avowal of the expectation by some of her writers. This preference, as regards her Navy, confirms most undeniably the difficulty experienced in procuring native service even in peace, and, as re-

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\* The average is quoted; but a short time since a seaman's wages case was decided in one of the London police-offices, which confirmed an agreement for monthly wages at the rate of 25 dollars.

gards the mercantile marine, may suggest doubts whether there really exists among that people, the strong instinctive inclination to nautical enterprise which in all periods has pre-eminently distinguished the natives of this island.

It may prove useful to our argument, to have reproduced these official admissions, partially corroborated by the opinion of an American, who, to a practical acquaintance with the Navy, evinces a self-spirit of malignant hostility to England. Collectively they expose a palpable and repeatedly acknowledged inability on the part of the United States, to procure from their own citizens, the most essential requisite for naval warfare, and fully establishes that the reluctance manifested by their seamen to serve in 1814, continued unchanged in 1836. Unless this backwardness should materially be modified, which cannot reasonably be anticipated while, on the one hand, mercantile wages and treatment beckon away, and, on the other, highly-wrought, fierce, and unruly democratic principles, abhorrent of control, repel contact with naval discipline, and especially if to these obstacles the services of mercenaries, from easily imagined causes, should come to be distrusted,—unless, we repeat, this repugnance be modified, the consequent embarrassment in war will probably impose a *naval draft*, or some other scheme, in which coercion will be recognized.

This deduction seems unavoidable, and may amply excuse an opinion early hazarded in this article, that America, if placed in such a perplexity, could not continue to offer an exception to compulsory naval service. Yet the exception, such as it was, and unattended by a close investigation of the details, which alone could impart value to it when applied here, has had an evil influence on the impartial consideration of the question; for, in the ordinary discussion of it, the advocates for the sufficiency of voluntary enlistment lay strong and triumphant stress on the assertion that *America has not impressed*, which, so long as it passes unexamined, carries much weight with the multitude.

In incidental Parliamentary discussions, the same assertion has repeatedly been put forth, and strange to say, without having had its subtlety exposed: as for its literal truth, it is of no more value in the argument than any other vague and unsubstantial statement. Perhaps these advocates will allow that, as liberal pay exceeding that of even our merchant-seamen, and a system of discipline which, from being American, they will deem to be worthy of imitation—they perhaps will allow that as these have failed to prove that voluntary enlistment may be depended on to man the navy of the States in war, still less will it suffice for our larger fleet. It has been clearly shown that, on both sides of the Atlantic, naval service is unpopular among seamen generally, and an opinion is ventured that it ever will be. One of the reasons of this opinion appears at the close of the comparison between the prospects afforded by the two services, to advance in a moderate degree the fortunes of those who embark in them. Another standing objection exists in the strictness of naval discipline: by strict is not meant severe, for there is no more necessary connection between the terms, than there is between those of discipline and of tyranny, although in common parlance all of them so frequently are confounded. Moreover, in Jack's phrase, the *usage* throughout the Service, commonly speaking, is as humane and considerate as possible; and the close confinement on

ship-board, usual in the war, is now unknown,—both short and long leave being granted profusely. Neither are corporal punishments, which now are judiciously regulated, a particular ground of objection, so much as ever-recurring forms and duties, which are wearisome to the spirit.

A well-regulated ship-of-war has aptly been compared to a clock in exactness of movement; but however gratifying such an effect may be to the professional artist who produced it, or beautiful to the eye of ordinary observers, yet the daily or even more frequent repetition of the details which are conducive and even essential to the harmony of the whole machine, may become excessively monotonous to men, the majority of whom, until they attain manhood, and many much later, with the fixed habits of their respective ages and dispositions, do not fall under such rules and restraints, and find them proportionally irksome and difficult to bear. The characteristics of seamen, as a class, contribute much to generate this feeling: these are strongly evidenced in their roving, irregular, and careless habits—such cannot extensively be indulged where every body is placed under restraint. Now, although it cannot be doubted that many of these are as productive of comfort to the objects of them, as they are inseparably bound up with the nature of the employment, certainly others are not so considered by seamen, and doubtless form the chief impediment to a more willing enlistment—an impediment, of the removal or material relaxation of which, no expectation can reasonably be entertained. These restraints of discipline and of form, many of which thorough-bred seamen deem so frivolous, commonly are fewer in small vessels and in troop-ships, where, besides, service is more active and varied, which has a tendency to reconcile men to such as remain,—another of the causes which procures crews for them sooner than for large ships.

Officers cannot but comprehend the force of this standing and irremovable stumbling-block, when they reflect that, although they enter voluntarily in the plastic hey-day of youth, are regularly trained in habits of obedience through various gradations, and are impelled by higher motives and stronger inducements than those which influence the men; yet after a certain experience, the restraints imposed by the Service, frequently are felt as onerous even to those in command, to whom as few are presented, and under as mitigated an aspect as possible.

If we turn to recruiting for the Army, various circumstances concur to give it an advantage over the Navy, but especially as regards the services of landmen, of whom many are employed in the Navy in war. To them at least land service is more natural, and conformable to previous habits, besides being presented to their imaginations in a more enticing form, both as to immediate gratification, and also to possible advancement, than that of the sea; yet occasionally a scarcity of men has been experienced in recruiting the Army, and chiefly from the competition of private employment: this was particularly the case during the late struggle, when the wages, even of a rural labourer, were higher than those of a private soldier. Still volunteering sufficed to raise more men than were required in the Navy: for although a militiaman, unless he be a substitute, in some sort is constrained, for certainly he cannot be regarded as a volunteer, yet the transfer which frequently he made of unlimited service into the line, where alone the severe privations of military life are experienced, was perfectly voluntary.



Comparisons have been instituted between the services, as to the aggregate of suffering to which each respectively is exposed, and the preference shown above might be considered as conclusive against the Army: but more properly it may be referred to another cause, namely, the difference in the materials that compose the two branches of national defence.\*

It is not required of a recruit that he shall have exercised an art or handicraft,—a certain age and vigorous health, alone qualifying him for a soldier. Recruiting for the army, therefore, upon a rupture, to whatever extent it may be carried, will not distress the commercial, manufacturing, or agricultural interest: the plough or loom, the forge or tailor's shop-board, and all others of their almost infinite sub-divisions, would contribute its quota without difficulty. But the fleet cannot be manned without distressing the mercantile marine in a proportion equal to the demand upon it.

Whatever may be the amount of a war establishment, at least one-third of the *personnelle* ought to be able-seamen, and another third ordinaries. These proportions are named, in the hope that it is not intended to repeat an error which led to serious evils in the latter part of the late war, and which originated in anxiety to possess a numerous fleet, rather than one less imposing but more efficiently manned. In large ships, on current service, a third part of able-seamen may suffice, but there are few cases of emergency arising from the almost infinitely varied contingencies of naval warfare, in which the resources and personal qualities of a greater proportion of seamen may not be applied advantageously. Even in the best manned ships, a solicitude is ever evinced to fill vacancies with seamen, for as all good ones are not smart, or rather active, the more numerous the former are, the larger proportion they will yield of the latter. This desire is sufficiently conclusive of their value, even if practical illustrations did not exist in numerous examples: we may point on one side to the heroic Lambert, and on the other to the successful, but not more brilliant ones afforded by Eurotas and Endymion.

As we hesitate not to repeat a deliberately formed opinion, that at least in the next war voluntary enlistment will be found to be inadequate, still every possible encouragement ought to be extended to it, and we gladly avail ourselves of this opportunity to express our humble tribute of gratitude for that degree of it which is afforded by Act 5 and 6 Wm. IV., cap. 24, but which it is conceived might considerably have been extended. For example, we cannot understand why shore-going men should be permitted to fill any situations in the naval arsenals, hospitals, or offices; or in the Custom-house, Light-house, or Pilotage Departments, for which fit candidates could be found in the Navy. The office in the Royal-Household, of "Barge Master, and Keeper of the Swans," lately fell vacant: we know not the public services of him who now fills it, but without intending offence may say, that by such a one as Dibdin's Tom Tough, some veteran who like the "coxswain to Boscawen," at least had "seen a little service under Nelson, Howe, or

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\* Society in this country is ever surfeited with high-spirited, gay, and idle young fellows, who occasion much trouble by their offences against its minor conventions. Such are generally glad to exchange the restraints of home for those concealed under the specious temptations of military life, and make excellent soldiers.

‘Jervis,’ or who, “under gallant Duncan had sung yo, heave ho,” by such a one would the Queen of the Isles most appropriately be steered. For the more than possible insufficiency however of that Act, to promote its object in certain circumstances, no provision is made, although but one course is open that will parry the enduring objections that have been noticed, and render unnecessary a recurrence to impressment, with its constant horrors, and the tumultuary, bloody proceedings, that too probably will attend its progressive execution.

This expedient is a deliberate adoption of the minor evil, by organising a system of compulsory service upon a legal basis, and carried out in the details with due regard to equity, in limited service, and the non-evasion of it in turn by any who are capable. If a recent external event, and the consequences with which it seemed pregnant to our foreign relations, should already be forgotten, it may be asked, what good end is proposed by stirring in a question so obnoxious to the public as impressment? It is replied that, however distasteful it may be pronounced, it will not have ripened into perfect bitterness until a season shall arrive for proving that the resource, in which by almost universal consent trust appears to be repose, is utterly fallacious. We may farther pursue this subject indirectly, by considering some matters in more immediate relation to the mercantile marine.

W. H. B.

MR. EDITOR,—I have felt flattered by your early notice of the letter I had the honour to address to you last month, on enlistment, as a substitute for impressment in the Navy.

As a pendant, or P.S. to that letter, may I venture to add a very few words in reference to the object therein adverted to, of *raising our seamen in their own estimation*, and to their relative position as to their comrades of the Marines?

Those days, happily few in number, when England saw, for the first time, her sailors swerve from their allegiance, and for the first time, the brave men who had so often perilled their lives, look sternly round upon their parent-land—those days never can return; for the cause (we may not say the excuse), but the cause for such men’s falling away, never can again have existence. England never will again ill-use her brave defenders. She never will again forget what is due to them, or what is due to herself. May we not then venture to look at the relative position of our seamen, and of their comrades the Marines, with a view to the removal of such portions of the broad distinctive line which it was once thought necessary to observe between the controllers and the controlled, as may appear calculated to depress the latter in their own estimation?

In a matter of this sort the idea is everything; and as trifling measures, injudiciously applied, have, as we all know, often enough produced baneful consequences, so, on the other hand, has the removal of an ill-considered, though trifling one, often proved equally beneficial.

In the present case Jack Tars know very well one of the reasons why “the Jollies” are introduced amongst them,—as well as the sort of dependence which is placed on “the soldier fellows”—and if an impression of this sort be calculated to produce soreness and jealousy, as well as a feeling of self-abasement, would not the removal, or partial mitiga-

tion of that impression, produce a corresponding diminution of those feelings?

It was with this view of the matter that I ventured to urge in my letter the expediency, in the event of the adoption of navy barracks, of employing select seamen on dockyard guards: and it is with this view that I would farther submit the comparatively trifling suggestion—would not our sailors be more disposed to like, and to fraternize with the said “soldier fellows,” but for the soldier-look about them—but for the red jacket ever in contrast with the blue?

Away then with so trivial a source of heartburning! Make them all blue jackets. Give to the Marines (and, by-the-by, why have they not long ago had rifles, with stout cut-and-thrust swords?) instead of the gaudy red, the far more suitable Royal Artillery dress. And, by way of farther approximation, startling as the idea seems at first, give to Jack, who is the greatest beau upon earth, his “bit of bunting,” in the shape of a red collar to his jacket, with a handsome button, like his comrades!—and see if that one thing, trifling though it be, will not go far, by giving to them the appearance of all one force, not only towards reconciling Jack to the Jolly, but by thus creating, in another quarter, a still further distinction, to induce the said Jack still more to look down upon “those d—d fellows, the traders!”

One word touching the gallant corps above alluded to; or rather, the position of its officers.

The Marines, as a corps, are in a false position—a small body placed, in a manner, between two larger ones; partaking essentially of the nature and composition of the one—acting ever in conjunction with the other—yet isolated from both.

In the case of a corps so circumstanced, how can you place within reach of its officers that, the attainment of which is the first and most legitimate object of professional aspiration—that to which every one who serves has a right to look forward,—namely, high command?

Herein is their real grievance. Herein is an evil for which neither brevets, pay, nor prize-money can ever afford adequate compensation. And there is but one way to remedy this evil.

As one of your suggestors, Mr. Editor, let me venture to say—bring them into the Line. Preserve, of course, their individuality as a corps—their staff establishments, &c. Observe, of course, due regard for vested interests and all existing claims, but let the purchase and transfer of commissions from the one service to the other be from henceforth the same as from one corps of the line to another; and place the administration of both services under the superintendence of the Horse-Guards.

The Commander-in-Chief and his able Secretary, neither of whom ever learnt to set much value on the term “difficulty,” would soon reduce a matter of the sort into a plain system; and in a very short time we should see the Marine corps, like the Rifle, or any other distinct but *essentially infantry corps*, brilliant as—in spite of the untoward circumstances under which it has been fettered down—it ever has been, and free for the development of professional talent, as it ever should be.

London, 5th March, 1838.

C. B.

## NARRATIVE OF THE EXPEDITION TO COORG IN 1834.

## PART II.

THE force Government thought sufficient to employ against the Rajah of Coorg consisted of 7500 men, and 20 guns and mortars. Cavalry would have been worse than useless in such a very close and mountainous country, where there were but few passes to ascend the ghauts—and those, difficult by nature, made still more so by an intelligent enemy, who crowded them with stockades and abattis, and in some places with *trous de loup* and *trows*' feet. These last, had we not attacked rather sooner than was expected, would have been used to a great extent, and have proved very annoying—as, crowding through narrow passes, it would have been difficult to avoid them; and with but slight means of conveyance, a burning sun over head, and a hard dusty soil to march upon, gangrene would most probably have ensued from the wound.

The object of Government was to secure the person of the Rajah. In the proclamation, dated April 1, 1834, and issued by the Governor in Council, it was said that "Veerayunder Woodhur was no longer to be considered as Rajah of Coorg,"—and the best way to support this assertion was to secure his person.

In order to effect this as early as possible, and to prevent an unnecessary effusion of blood, and a procrastinating warfare, which would have caused severe suffering to the attacking force, the small army employed was divided into five distinct bodies, besides a small garrison at Manantoddy, in Wynaad, which, under Captain Minchin, commanded the high road leading to Mysore from Cannanore. Four out of these five bodies were to make the best of their way by separate roads to Mercara, the capital of Coorg; the fifth, under Lieutenant-Colonel Jackson, was intended more as a corps of observation—to prevent the escape of the Rajah by the Ballary-pettah Pass, and to protect Mangalore should it be threatened by the Coorgs.

The garrisons in the neighbourhood of Coorg were enabled to furnish the requisite force in the following proportions:—

MANGALORE.		
450 bayonets H.M. 39th Regt. and Head-Quarters . . .		450
4th, 35th, 36th, 48th. N.I. . . . .		2100
Rifle Company, 5th N.I. . . . .		60
300 Sappers and Miners . . . . .		300
		<hr/>
		3210

One Company of Foot Artillery .  $\left\{ \begin{array}{l} 3 \text{ 12-pounder howitzers.} \\ 2 \text{ 5\frac{1}{2} inch heavy howitzers.} \\ 2 \text{ 5\frac{1}{2} inch mortars.} \\ 1 \text{ 6-pounder gun.} \end{array} \right.$

Total—3210 Infantry; 1 Company Artillery; and 8 pieces of Artillery.

This force was divided into two parts, viz. :—

Under Colonel (now Sir Patrick) Lindsay, and termed the "Head-Quarter Division."

H.M. 39th . . . . .	300
4th and 35th N.I. . . . .	1200
Sappers . . . . .	230
	<hr/>
	1730



tented Mapillays in the neighbourhood, and very strong suspicions entertained that it might be attacked and carried by the Coorgs ere we could hasten to its support. Of H.M. 48th, 150 men under Captain Willats, and 34 pioneers, completed this force—which, originally intended as a corps of observation, was placed in such a position by the turn of events as to be forced to commence operations previous to the 1st of April—or possibly to allow the Coorgs to assemble in force, and carry Mangalore by a *coup de main*.

Lieutenant-Colonel Jackson, seeing the importance of taking the initiative, though inadequately supplied for the purpose either with men, artillery, or information, hesitated not to assume the responsibility of commencing operations, and of carrying the war into the Coorg territory, at whatever risk to his small force, rather than allow the Company's territory to be devastated, Mangalore to be plundered and destroyed.

Having thus decided, no time was lost in putting his plan into execution; and at three o'clock on the morning of the 29th, the camp was silently struck, and he advanced towards Ballary-pettah. At daybreak, when about four miles from Coombla, the advanced guard, under Captain Noble, 40th N.I., fell in with a small piquet of the enemy, and took three prisoners. A mile further on the stockade of Baylu Cotta became visible; and preparations were made for the attack, in case opposition should be made to the progress of the troops.

Government, hoping the Ryots would gladly join us against their ruler, had energetically commanded that their troops were, on no occasion, to fire first. The Rajah, to compel his people to fight, had seized their families, to be put to death in case of treachery on the part of their fathers or brothers. Colonel Jackson, thus situated, was under the necessity of placing a storming-party on an open glacis about forty paces distant from a stone wall five feet high (outwork), whilst he took the remainder of the force to our left of the stockade, to show our force, and parley with the Soubadar in command.

About 100 men, posted to defend the wall, were, through curiosity, drawn off to listen to the conversation between the chiefs, when the storming-party climbed the wall, and the Coorgs retreated behind the real stockade—a mass of firelock-men being stationed in the gateway, with their gallant chieftain in the van—who, though, as he said, unwilling to fire, and unable to cope with the force against him, would defend the post with his life should the Feringies attempt to force it.

A party of H.M. 48th, under Lieutenant Webber Smith, was then ordered to march through the gateway, but to wait until fired on before using their bayonets. The Coorg chieftain did his duty, but, fortunately for the attacking party, was not supported. He put his double-barrelled gun (many of the Coorgs had English double guns) to the breast of the officer, who (the first barrel having missed fire) had time to turn the second with his hand. This having gone off, was the signal of attack. The place was instantly forced, without loss on Colonel Jackson's part, and with but few of the Coorgs reported killed and wounded. The brave Soubadar was cut down, but not taken prisoner; and all those who saw him that day were glad subsequently to hear that he was likely to recover from his wounds.

On the 30th and 31st, the force under Lieutenant-Colonel Jackson

halted, and he was busily employed in procuring all the information possible. A good many bows and arrows, Coorg knives, and old matchlocks, had been picked up on the 29th: these were destroyed. On the morning of the 31st, a reconnoitring-party was sent six miles in advance to examine a stockade, which was found abandoned; and it was reported that the garrison had been withdrawn to Mercara.

Colonel Jackson had thus compelled the Coorgs to look to the defence of their own country, instead of threatening Mangalore; and he had driven them back from the neighbourhood of the Company's territory. Had he then taken up a good position, one or two marches short of Ballary-pettah, it would have answered every good purpose—in holding the country in check, in keeping a force watching him, though they would not have risked an attack on an open and well-chosen position, and of being ready, with a small though confident force, to march in any direction. But his orders were to take up a position at Ballary-pettah; and in endeavouring to do this, he found the difficulties much greater than he had been led to expect, and insurmountable to the small force under his command. On the morning of the 1st of April, however, he moved about five miles in advance, and encamped in the neighbourhood of the stockade which had been examined on the day previous.

#### NORTHERN COLUMN.

Early on the morning of the 1st, the northern column, under Colonel Waugh, crossed the Hemawutty river, and soon after entered the Coorg territory. No opposition was made; and having advanced a mile and a half, the column reached Coadleypettah, a town of considerable size, where many people, unarmed, were watching the advance of the troops. A rissalah (squadron) of Mysore Horse unfortunately advanced towards them at a quick pace, which alarming the inhabitants, they fled to the jungle, abandoning the place. There is reason to believe that many of these would have joined Colonel Waugh, and they would have been of the greatest service in showing the road, and giving information as to the strength and position of the several stockades, in a knowledge of which the commanders were rather deficient. Had the Local Government appointed good interpreters to each division, and allowed a small sum of secret-service money, many lives would probably have been saved.

The road led through Coadleypettah, which was totally deserted. About five miles further on, when the advanced guard had ascended a hill, and was entering some dry paddy fields, a matchlock fire was opened on it from a thick jungle on the left, distant about 150 yards, which was returned, and Colonel Waugh directed a 6-pounder to open on the jungle, whilst detached parties were sent round the skirts (the jungle, though of some extent still being isolated): but the enemy contrived to make their escape without loss. The column reached Santee at about four P.M., and the camp was formed on some rising ground. Distance marched, about twelve miles: country open at first, but latterly dotted with large patches of jungle. The 35th had one man only wounded, and the Deputy-Assistant Quartermaster-General, Captain Simpson, had his horse shot under him.

The several forces had now, on this day, April 1st., entered Coorg;

and the general plan was to concentrate on Mercara, the capital. Instead, therefore, of detailing all that befell one column from this period until the close of the affair, I shall daily give the proceedings of each force; adding here that the army of the Rajah was supposed to consist of 8000 men, 3000 of them discharged Mysoreans: that from the small extent of the country, and their knowledge of the jungle paths, information could be quickly conveyed; and, if necessary, these hardy mountaineers could, in an incredibly short period, effect a junction with a view to mutual support. That they defended a strong natural fortress amply stored, and having had many months to prepare for war.

#### HEAD-QUARTER COLUMN, COL. LINDSAY—APRIL 2ND.

Early on the morning of the second the head-quarter division entered the Coorg territory, crossing the river Cauvery at Hebbauly. The passage of the river was slightly defended by about 200 men, who disappeared as soon as the head of the column had reached the middle of the ford. The outposts were attacked at night, but the Coorgs were driven back without any loss on our part.

#### EASTERN DIVISION, LIEUT.-COL. STEUART.

The eastern division, under Lieutenant-Colonel Steuart, left Periapatani on the morning of the second, and reached the Cauvery at about ten A.M., when, finding the enemy in considerable force on the opposite bank, a gun was ordered up to dislodge them. A fire had opened across the river, between a party of the enemy and the rifle company of the 36th, which lay partially covered on the hither bank. Two companies were directed to form on the left, to cross the river, and outflank the enemy on that side, whilst another party endeavoured to turn their right flank. The gun did good execution, and the enemy abandoned this strong position as our troops reached the opposite bank: they were 300 strong, and fled in every direction, leaving ten men on the field.

The bed of the river was rocky, and difficult to ford; the jungle was near, and Colonel Steuart deemed it advisable to encamp near the river, where, the troops being fired on from the woods, and anticipating a night attack, were ordered to sleep on their arms. None, however, took place, the object of the Coorgs being merely to annoy and fatigue us.

#### WESTERN DIVISION, LIEUT.-COL. FOWLIS.

On the forenoon of the second the force under Colonel Fowles was within two miles of a rapid but nearly dry torrent, known by the name of "the Stony River." Lower down it is called the Irikoor River, and discharges itself into the sea a few miles to the northward of Cannanore, near Ballypatam, probably Velyapatana. The camp was pitched on a clear grassy spot, with a streamlet running on one side of it, and surrounded by the deep jungle. Not a hut was near; and the spot then rapidly filling with armed men, artillery, and baggage, had probably but the night before been traversed in conscious security by herds of elk, spotted deer, or bison.

At two P.M. a party was ordered out to feel for the enemy: they were found a short distance on the Company's side of the river, and driven



back by the reconnoitring force, though unfortunately with the loss of Lieutenant Erskine, 48th. He was in the front, directing his men, when a ball entered his chin, and passed out through his neck, severing the large artery. He was assisted into the dooly with his sword, but he never spoke more, and when the bearers reached the camp he was dead. I visited his grave afterwards, and found it undisturbed; it is on the far side of the little streamlet, on a very small green mound, surrounded by the solemn silence of the forest. He was universally beloved, and often have his brother-officers talked in sadness of his gallant end, and lonely grave.

The reconnoitring party returned, piquets were posted, and the night was passed without disturbance from the enemy.

#### WESTERN AUXILIARY FORCE, LIEUT.-COL. JACKSON.

Colonel Jackson advanced with the force under his command to Moodenoor, or Es-warmungul, about ten miles further on the road to Ballaray-pettah. No opposition was offered, neither was the force disturbed during the night. Information was obtained that the Coorgs were in force at a stockade five or six miles in advance, and that a Serishtadar with 250 men had arrived to reinforce it from above the ghaut.

#### NORTHERN COLUMN, COL. WAUGH.

The column under Colonel Waugh moved off at daybreak on the morning of the second. The advanced guard was composed of 180 men, under Lieut.-Colonel Perry, 9th N.I., taken in equal proportions from the three regiments under Colonel Waugh's command. The column had scarcely cleared its encamping ground, when a fire was opened on the baggage; and some camp-followers, who had entered a village for the purpose of plundering, were shot. At seven A.M. the advance, when passing close to a wood in which there was a village, was attacked. Flanking parties were then detached to the right and left, under Captain Longworth of the 9th N.I., and Captain Hutchinson, 31st N.I. Captain McLean, H.M. 55th, having been reinforced with a small party, proceeded with the remainder of the advance.

At nine A.M. the party under Captain Longworth fell in with the enemy, placed in ambuscade. Finding themselves discovered, and a party of riflemen hastening to reinforce Captain Longworth, they retired across some paddy fields, and took post in the jungle on the opposite side, whence they poured in a hurried and ill-directed fire on their pursuers. Captain Longworth having extricated his men from the first wood, formed them into the best line he could, and dashed at the second, to drive out the enemy at the point of the bayonet. This was speedily effected, and Captain Longworth, in the ardour of pursuit, pushed the enemy so far that it was with difficulty he could rejoin the main body.

The Coorgs, favoured by the jungle, hovered in the neighbourhood; and at eleven A.M. a body of them rushed down and attacked the baggage. Captain Batty of the 55th was sent with a party of Europeans to reinforce the guard; and after some difficulty succeeded in driving off the Coorgs, killing a good many of them, with the trifling loss of one sepoy killed and two wounded, and some camp-followers. At one

A.M., the Brigadier having received intelligence of there being a stockade in front, the column was halted and refreshed.

The advanced guard had now been marching and skirmishing for five hours, and advantage ought to have been taken of this halt to relieve them; but it was not done, and, after a short halt, Captain Longworth, with twenty Europeans, and thirty of his own men, was again detached, receiving orders to proceed to a large tree, distant a mile and a half; to halt there until he saw the column make a move, and heard the advance sound, when he was to push on over some wooded heights in his front, and then, inclining to his right, he would fall in with a stockade, or breast-work, which he was to take in flank or rear.

Captain Hutchinson, 31st, was also again detached, with orders of the same sort, excepting that he was to incline to the left. No guides were given to these parties, nor was there a path to guide them in the direction of the stockade. The result of this combined movement was, that Captain Hutchinson, having taken too wide a circle, found himself in the rear of the advancing column; whilst that under Captain Longworth made little advance, owing to the difficulty of the ground and jungle.

The remainder of the advanced guard, under Lieut.-Colonel Perry, got into the fire from the stockade at two P.M. A gun was then brought forward, and fired round-shot with some effect; but the Brigadier coming up, it was ordered by him to be loaded with grape, which, however, could not be fired, as from the formation of the road it would more have endangered his own men than the enemy.

I must now return to Captain Longworth's party. He had forced his way as rapidly as possible through a very dense jungle, and at last came to a deep and almost impracticable ravine. He had partially succeeded in surmounting this obstacle when he heard the recall sounded, repeated several times, and firing in his rear. This made him think the recall was for him, and, retiring, he came upon the road in rear of the column, which had then halted.

The advanced guard, with the grenadiers of H.M. 55th, and 9th N.I., were warmly engaged in front; and Captain Longworth was also ordered to proceed to the front and join in the attack.

By this time Lieutenant Robertson, with twenty men, and Captain Warren, 55th, with ten more, having been ordered up, had arrived at the point of the road where it turns to the right. Advancing from tree to tree, in front of his men, Captain Warren discovered the stockade, the proper right of which was on higher ground than the left. Thinking there was a probability of being able to fire from this high ground into the stockade, he proceeded in that direction, when he found the party under Captain Longworth already there, and Lieut. de Warren, 55th, who commanded the Europeans with him, had fallen into a pitfall. Thinking it difficult to pass in this direction, and seeing many men fall, he ordered the party of H.M. 55th to advance, passing by the right; another party going to the extreme right: whilst the party of support, under Lieutenant Robertson, H.M. 55th, followed, inclining to the left, and Captain McLean and Lieutenant de Warren going up under cover of the trees and a thick bamboo jungle, to the extreme left. When this formation of attack had been completed, Captain Warren ordered the charge, and, cheering on his men, led them at the double

up the hill. The ascent was so steep and difficult that a halt was necessary about half way, to enable the men to recover their breath: they delayed for a few moments under cover, when another cheer was given, and a rush made at the work, which was crowned almost simultaneously, Lieutenant Robertson with the grenadiers of H.M. 55th getting over at the embrasure in the very teeth of the gun.

The enemy, struck with a panic, deserted their post *en masse*, losing but one man killed. He was the last to leave his gun, and was shot through the head when running down the hill after his comrades. A prisoner was also made—he was lurking in the bushes, and wore a Coorg medal on his arm.

In this attack fourteen of H.M. 55th were wounded; one sepoy of the 9th N.I. killed, and one wounded. Lieutenant Brook, H.M. 55th, wounded in the arm by an arrow.

It is much to be regretted that, if guides could not be procured, a reconnoissance was not attempted; and then some of the reconnoitring party sent with each force intended to take the stockade in flank or rear. Had this been done, and one gun brought near the stockade to fire a couple of rounds as a signal, I have little doubt that the enemy would have abandoned the place without inflicting such a disproportionate loss on H.M. 55th.

The force advanced about a mile beyond the stockade, when, coming to some open ground, and the enemy hovering on the flanks, it encamped.

I. W. S.

## FRENCH NAVAL PORTS AND DOCKYARDS.

### L'ORIENT.

THE abrupt rocky hills about Cape Finisterre, at the head of the Bay of Biscay, go on gradually lowering as the land runs to the eastward towards the bottom of the bay, till at L'Orient, and further to the south-east, they terminate in low clayey and muddy flats, up which the sea forms various inlets, following up the mouths of the rivers, such as the Vilaine, the Loire, Escorff, and Blivette. All the islands, however, throughout the whole coast, as well as the head-lands, are still the same hard rock, but slightly covered by the soil; in some places rising into rugged precipices, as at La Roche Bernard, at the mouth of the Vilaine. Thus the upper parts of the town of L'Orient are on a gently-elevated rocky rise, while the lower parts of the streets lie on the muddy margin of the sea, as well as the dockyard at the mouth of the river to the east of the town, part of which is so flat as to be often covered by the tide, particularly the upper end, where they are at present raising it, and securing it against the overflowing of the river (Escorff) and tides.

Looking to seaward, the river-way and harbour, little more than a long channel, is chiefly sheltered by Port Louis Point (beyond the small island of St. Michel), and the Point Talit, on the west side—the Ile de Croix stretching partly across outside all, breaks off the heaviest storms and sea from the south-west, distant about seven miles: to the

south and east, Quiberon Point and light-house, are just in sight, inside the island of Belleisle. They are both in sight only from the column of the dockyard, at an elevation of a hundred feet above the houses.

It is well known how much L'Orient has fallen off in its outward trade, of which there is indeed little or nothing left. Small coasting craft are the only vessels seen at the mercantile wharfs on the west side. While, however, this last feature of its importance has dwindled to nothing, the naval dockyard has increased and improved ten-fold since the peace of 1815. It is pre-eminently a port of construction—at this moment there are six line-of-battle ships and eight frigates on the stocks, all in a very forward state. Nine of them are on slips on the east bank of the river's mouth, opposite the upper end of the dockyard: the rest (including a man-of-war steamer, half built, on which they are actively at work) are in the yard.

Previous to speaking more particularly of the dockyard, a word or two of the town itself, which stands on a sort of peninsula formed by the river to the east, and a branch of the sea running up its north-west side. The fortifications are carried across from just outside the dockyard wall, on the east side, to the bridge communicating with the country to the west. They are old, and have no guns mounted. The only battery is on the point of the angle, on the sea face, at the Artillery Dépôt, on the west face, below the merchant wharfs. This battery is a platform one, not calculated for defence—as the place is sufficiently defended from the sea-side by the heavy batteries of Port Louis, outside the Lazaretto of Ile St. Michel, together with the intricate channel within. The shores on all sides are mud banks at low water. The town is small, regular, and well built; the streets light and airy; the houses, for the most part, but of two stories, unlike most French towns. It has a regular garrison of a regiment, or sometimes three battalions; fewer soldiers are requisite, as they have the happiness of having got rid of the “*Forçats*,” long kept here, as at Toulon and Brest. These convicts have been added to those at the latter place, partly because they can be better taken care of, from the natural insurmountable walls of the yard. At L'Orient it is much more easy to escape, the country and shores being low and easy of access on all sides. The dockyard wall, forming the eastern boundary of the town, though high enough and well enough watched for ordinary purposes, yet would form but an insufficient barrier to their indefatigable contrivances. There were other reasons for their removal, no doubt, and not the least the strong dislike the townspeople have to their vicinity.

There are no public works of any magnitude except the barracks, just built, within the bastions of the north side, which are 120 yards long by 60 deep, of three stories, everywhere of a thickness, solidity (in granite and other hard stone), and perfect finish, worthy of imitation in public buildings: the coping-stones, of granite, measure, singly, five feet by three! The only church, in the centre of the town, has been built of late years, at least its square tower. The market is held below it, on the Place, where there is a statue of Bisson, the naval Lieutenant, who blew up his sloop on being worsted in an engagement up the Adriatic. As has been remarked, there is at present very little doing in a commercial sense at L'Orient. Beyond its being a garrison town, and the *sous-prefecture* of the Department, it has nothing of the bustle

of business, with the exception of the dockyard, which, however, conceals its activity within its own walls.

The great trade with India, once carried on here, seems entirely at an end. There was nothing at the wharfs, out of a dozen small craft, larger than a brig of 150 tons, and those employed in the coasting-trade to the north, on their own coast, or to the Baltic: none to England, nor a single vessel of our nation. With this listless inactivity at the sea-side, there is a corresponding poverty of storehouses and magazines—while the ordinary shops of the streets are but poorly supplied with their own manufactures—not much enlivened or assisted by a kind of itinerant mercers, who traverse all France, from the Normandy cotton manufactories, whose agents hire rooms in all the towns for a short time, where their travelling clerks force the sale of their cotton goods by immense placards ("*aux habitans de cette ville*"), and lower prices than the regular country shopkeepers can afford to sell the same things for—probably obtained in the first instance from those same wholesale manufactories. In a word, nothing can be less understood, even to this day, than the true spirit of commercial enterprise, foreign or domestic. Individuals make a stir, but over the whole there is a most stupid political restriction, that is seen and felt in every corner of the kingdom.

The naval establishment of L'Orient is, like the other royal ports, presided over by a Maritime Prefect, who has his house and offices within the dockyard walls, at the south-west end close to the Mount of the Observatory and the column erected here by the merchants of the town, in the days of their prosperity, to look out for their *Indiamen* homeward bound. The Observatory is shut up.

The dockyard in form may be said to be an oblong square, narrower, however, at its southern extremity—where the Marine barracks, arsenal, sea-store houses, artillery depôt, and victualling stores, are situated; occupying the wharfs on the river face, which, reckoning its length from the lower chain, at the point, to the upper wall, is about 1200 yards; and in the widest part (recently taken in at the upper end) about 400 yards. From the upper wall of the yard on the river-side the booms for enclosing it above across the river to the head of the building-slips on the opposite side run in a diagonal direction upwards to a guardo lying at the end of the wall on the opposite bank, that likewise encloses that part—and which, sweeping round, comes down on the shores to high-water mark, nearly opposite the Admiral's guardship, lying at the lower part of the yard, about 200 yards above the lower chain, already mentioned.

The river, or rather this arm of the tide-water, is about 500 yards wide over to a causeway or jetty running out from the lower end of the building-slips on the opposite side, and sweeping round to the south-east, in the segment of a circle, below the south point of the yard, as if to define the entrance more exactly—as all within it on the opposite bank is a low mud flat, over which the tide runs to a great extent, making it difficult, without some such barrier (it is of wood), to secure the entrance.

The lower part of the yard, next the town, has a double wall, the inner one shutting out the Admiral's house and offices; and a kind of mall in front of it, planted with trees, where the public are admitted to

walk; so that, strictly speaking, it is not within the dockyard, though there is a sentinel and porter at the outer gate at the end of the street.

The victualling store-houses, cooperage, the barracks, steam-engines, block-houses, ship store-houses, foundries, wood, iron, rope, and sail store-houses, together with all the smaller furniture store-houses in the lower part of the yard facing the wharfs, are as solidly well built of stone as at Brest, and of two stories above the ground-floor—the dates of their new roofing or repairs marked on them in large black letters, mostly dated from the year 1821, and showing the greatest state of activity and improvement from that period. There is one excellent dry-dock, large enough for any three-decker, or two sloops-of-war, constructed of granite, with every possible convenience, and with all the improvements suggested by our experience in building and repairing men-of-war since the peace—even to an iron hoop or ring running round all, at the upper edge, to which swivels and rings are fastened, for ropes to the shores on all sides, independent of the larger rings in the granite blocks, and the cannon and capstans planted round. Above the dock, about the centre of the yard (behind which the double wall merges into one along the rope-walk), are a range of offices, headed by the Superintendent's.

Close north of the dock, two line-of-battle ships, three-deckers, are on the stocks, under cover of a semicircular form of roof, on granite columns. These are fine ships of 90 and 100 guns (the Bayard and Jemappes). Like most of the others, they are planked up, and might be launched in a very short time, if required.

North of these, the buildings come down closer to the water, near where the sheers are erected, on a very extensive and solid platform. This part, which is about half way, seems to have been the extent of the yard last war, all beyond having been taken in since. Here, too, some of the old buildings are taken down, and are being replaced by larger ones, prolonging those of the foundries and block-machinery.

Continuing upwards, behind these buildings, are two first-rate frigates on the stocks—the *Andromaque*, 60, and *Similante*, 60; the ribs of the *Brandon*, man-of-war steamer, on an improved construction, just set up on a slip alongside of them—and on which vessel alone they were actively employed at the moment (October, 1837).

Behind these frigates are long ranges of offices, and several sheds for seasoned store-timber for immediate use; the Surgeon's office and hospital for accidents just beyond, lying behind the mast-house, and in a line with the office of the Superintendent, &c. Advancing beyond these last slips, the ground is intersected by a canal through the yard, to a double row of boat-houses and wet-docks, beyond which, to the upper wall, the yard is covered by great piles of oak and fir timber; near the water, the pine in the rough trunk state; and farther behind, the oak in squared logs; there were 50 piles of fir or pine, and 20 (each of 100 logs) of oak. Besides facilitating the launch and transport of boats, timber, &c., in the yard, the canal intersecting the yard at this part (which has two branches—one running to the mast-house for the transport of the masts and yards, and another as a floating tank for spars) answers the purpose likewise of a drain until the ground is more raised above the river, which is now in progress. All this end is thickly

covered by large blocks of stone, chiefly granite, for the various improvements in hand.

To the north of the sheers (which are about midway the length of the yard on the river side) it is unpaved, and still in the rough; opposite the sheers, too, the chief buildings terminate—the last being the weighing-house at the back of the foundry, and block-house, and carpenters' workshops. These buildings, as well as most of the others at the south end, are in squares, the courts of which are available for each particular destination: the cooperage, for the casks; that of iron stores, for ranges of anchors; the artillery, for their guns, &c. &c.

Some few tiers of anchors, carronades, and long guns, together with pyramids of shot, are placed round the entrance to the yard, extending to the wharf, near the Admiral's ship or guardo—which vessel, like all the others, is moored at the wharf merely as a *corps de garde* and office connected with the superintendence of the police. Here, however, courts-martial sit, when they take place.

Moored off the dockyard along up the river there were several hulks, but only two sloops-of-war capable of being fitted for service; together with a large *gabare* or trooper, opposite the Marine Barracks, for the exercise of the sailor-boys and seamen not draughted to sea-going ships. Of the boys (*mousses*) there were 200, under much the same regulations as those of Brest, except their not being kept afloat.

In this yard, as well as the others, there is a model-loft, a school of design, and sculptors' rooms. In the drawing-school, it appeared as if a good many boys (said to be 200 destined for the navy) received daily lessons, from the number of benches, slates, and drawings, hung up along their desks. Under the same roof is the ship-building department, consisting of the principals and their *élèves* in classes—on the same footing as at the other royal ports.

Though there is less actually doing in the fitting-out of men-of-war than at Brest, yet it is evident that the yard has every facility, and almost to any extent. There are 2000 workmen constantly employed as it is, together with fatigue-parties of the garrison soldiers, who receive an additional pay for such extra work. A good many were employed in the upper part of the yard, forming anew the stacks of building timber, &c. On the opposite side of the water, at the chief building-ships, there is nothing going on beyond the necessary care of the ships on the stocks and the stores of building timber in houses behind them. Of these ships, there were four of the line and five frigates, all within very little of being ready for launching; having been, the greater part of them, built for some time. They are carefully housed in, and lay in a tier with their sterns to the west. Taken on the whole, L'Orient is of more consequence as a building port, than for its activity in fitting out men-of-war. There are large stores of timber, and a great number of effective shipwrights—(one-half out of the 2000 men)—still attached to the yard, though reduced in their day's work to the lowest scale of the peace establishment. There being nothing in hand but the man-of-war steam-vessel mentioned, and the men-of-war's boats, of which there are a good many in hand, with the number of ships almost ready for launching (fourteen), things are kept in a state capable, on the shortest notice, of sending them afloat. Thus, while their timbers are kept open

for inspection, repair, or replacing, and while they are still strangers to the irremediable mischief of the dry-rot, it is, of the two, more economical for the State to keep them on the slips, than to have them painted, coppered, covered in, and anchored afloat; not but that the French are perfectly aware of the still greater efficiency and economy of reserving their building strength in their *hands* and *stores*, ready for the times only when they are really wanted. The most part of those ships have been built, if not all, by reason of the numerical poverty of their fleet at the close of the war, in consequence of captured and other losses; with an eye to the new order of things sprung up within the last twenty years,—not the least, perhaps, the untried, though not unimagined, power of steam-vessels of war acting in future fleets:

In narrow seas near the supply of coals, and as floating *locomotive batteries* for the defence of any coast, there can be no doubt of their being used on all sides in any future war.

For instance, England might be defended by a dozen steam-batteries of this kind (divided between the River, Portsmouth, and Plymouth) against the united fleets of all the Continent. An *invasion* would be *impossible*; nor could any fleet live against the united force of such steamers, made cannon-ball proof (after the plan of the American steam-frigate the *Fulton*, burned by accident at the Brooklyn ferry at New York, some years ago). Such a vessel, with her engines and quarters secured from shot, would be invulnerable. With a very few heavy guns on board, taking up any position at pleasure, it may be easily seen that not only no single ship could stand her, but that no fleet could be safe against half-a-dozen such forts, capable of concentrating their fire or themselves, and scattering their fire in every possible position.

Neither could they be boarded. This dim certainty of the capabilities of a steam warfare sets aside other means of offence speculated on, such as their steam-guns, scalding water thrown on the enemy's decks, &c.; the practicability of which may be doubted, at any rate, may be fairly dispensed with. In a word, for long voyages, and for an offensive warfare on the open ocean, steam-vessels, however shot-proof and otherwise efficient, will be found impracticable; but, as an irresistible means of defence on our own coast, and at our own harbours' mouths, there can be no shadow of doubt of their complete efficacy; even though they should not be shot-proof, except in the wake of the engines, broad-side on. We may be sure, however, of another thing. Whatever is known to, and invented and constructed by, any one of the four great rival powers afloat, will be immediately taken up and employed by the others; with this difference, the more particularly in our favour, that steam will be only redoubtable close in with its own shores, on the defensive. It will even be comparatively dangerous, certainly feeble, carried far from its supplies, on the offensive. Whatever advantages other powers may have in other things, with us remains the very great one of our coal at hand, and the facility and excellence of our engines. Thus, I think, with very little forethought, we need never fear any "sweeping of the Channel" by Van Tromps or combined fleets, nor bearding us at the Nore; those days have gone for ever. Allowing that our fleets at sea were outnumbered—which is, indeed, likely enough, in case of a general naval war—still we are secure in this one arm alone. Why it is allowed to remain so entirely dormant as to any



tangible illustration of so certain a theory among ourselves, is another matter. Compared with this, building large frigates, or even large line-of-battle ships, is a mere childish waste of our sinews of war, the public money. We most particularly are obnoxious, on many accounts, to blockade and invasion; which, from their vast extent and population, the rival powers opposed to us (still opposed, and ever will be, the Russians, Americans, and French) are not exposed to; and yet we wait, it would seem, for these powers to show us the way to create these floating batteries. The Americans have already done it; but we might have the satisfaction of having, at least, a sample in this way, to improve and multiply on when wanted. Out of all our shells of Government steamers, kept for the Post-office chiefly, we have nothing at all approaching what we shall want one of these days. Out of the hundreds of thousands expended yearly on all sides by Government as the bare current expense of the year, that such an active steam battery should not be built, officered and manned, and moored at the mouth of the Thames, and run round occasionally to the other ports, manœuvred and *tried* in every way, &c., is, to say the least of it, improvident. Such single floating battery could create no political sensation abroad, and would be a wise, quiet satisfaction to ourselves, certainly to maritime and thinking practical men. It is of no use going to sleep over this question. That we shall want them is as easily foretold as a change of weather may be by a barometer, or that, when clouds tumble over each other from the south-west advancing, it is very likely to rain. Although ladies in Hyde Park know nothing of such a sign as the dark curtain spreading over Kensington Gardens, yet few sailors who ride or walk with them but have a shrewd guess of a fall before long, without the necessity of the first sprinkling to be aware of it. Very true, we might possibly carry our umbrella shut up (in our steam battery), to no purpose for an hour or so—ten or fifteen years more; but here the metaphor may fairly drop in our favour, as it would not be to no purpose; we should have had a practical knowledge of what can be done in this way—a very essential thing to be satisfied in. The economy of our building establishments cannot be pleaded about the matter, nor the economy of officers, men, or their pay. It would be rather collecting in a new focus energies of all sorts now latent, or wasted to no purpose whatever, either in present utility, or prospective good.

But to the immediate business in hand. The naval yard at L'Orient is under the same internal regulation as the others. All duties are strictly and exactly defined from the daily progress reported to the Admiral from the Post Captain's office, to the bell ringing, and chequered flag hoisted at the sheer heads, for the workmen's egress and ingress. There are fewer sentinels than at Brest, in consequence of their no longer having convicts in the yard; yet, independent of the porters and *gens d'armes* at the chief and a lateral gate, there are sentries posted besides, at the upper and lower ends, with the same general superintendence of subaltern officers. Moored off the yard, in addition to the vessels mentioned, there are only two or three old hulks, mud machines, and the two new corvettes, housed in. None of them are masted, except the exercising ship abreast the barracks at the lower end of the yard.

In the mast-houses, besides a good many masts and yards in store

ready, they were at work making others, though not in any numbers. A first-rate made main-mast is found best in fourteen pieces: the expense of such a mast, on an average, about 25,000 f. (or 1000*l.*); of which only 1000 f. (or 40*l.*) is taken up by the workmen in making it. In other ranges of workshops near, they were at work on the new top-gallant mast fids already alluded to as unclamping on each side on the cross-trees.

The solidity and goodness of the boat-building is remarkable here, as well as at the other ports. Their scale is much larger than ours for the same rates.

The launch building for the *Penelope*, 60-gun frigate, was 38 French feet, by 11. The fitting rollers to the stem, and davit astern, and the horizontal strong planking round the thwart ends (as if carrying the stern-sheet boarding right round on the thwarts), is generally adopted: it must, certainly, strengthen the boat greatly, without very much increasing the weight. Thence the great improvement, but it is otherwise a convenience. The stern-sheets are invariably boarded up, forming close lockers aft, at once keeping things dry, and water out in a sea way, besides the added strength to such slight structures.

On a general review of everything sent out of the yards of France, it must be acknowledged that every item is finished and put out of hand in the most masterly style, of the best materials, and of the best known plan, from the ship's hull to the jolly-boat, from the mainmast to a handspike: if, with such materials, their sailors cannot get on at sea, the fault is wholly and only theirs, for never was there anything more ample and honest than their fit-out from the yards; nor is it alone in these more essential requisites; no matter in what department, the supplies are most ample; little or nothing is left, either, to be done on board, as to the handiest way of contriving things for comfort or utility: once known, any improvement suggested by the officers afloat is immediately acted on and adapted to the whole. In this respect there is an active and good intelligence between the fleet and the government at the sea-side, discarding all petty interests, and invidious and individual distinctions. It matters very little where a thing originates, so that it be acted on, on the good sense and understanding of its merits,—not after years of inconvenience, years of dogged abuse or absurdity,—but promptly and efficiently on the spot—to the ship or to the concerns of the whole fleet.

The Admiralty at Paris, it would seem, is wisely guided by her naval men of note at her ports, in the originating changes for the better, and, indeed, in the whole organization. While this sort of good sense and good faith to the nation reigns, it matters very little how far off the seat of the chief authority is held *pro forma*, or who the nominal head may happen to be. The effect afloat is as if the Board of Admiralty sat in the cabin of each ship, intent on having everything as it should be, if only for their own individual sakes and interests. Thus there is a wise vigour, united to a prudent and strictly even-handed economy, in every sense of the word.

# OVERLAND MARCH OF THE 85TH REGIMENT FROM NEW BRUNSWICK TO QUEBEC.

MY DEAR —, You will, no doubt, have heard of the arrival of the two regiments from Halifax and New Brunswick at this place, long before this reaches you; but as the account of our journey may possibly not yet have found its way into the public prints, in anticipation of what may be preparing by the abler pen of some rising Xenophon, I will venture to copy from my memorandum a few of the leading facts, hoping they may prove not wholly uninteresting to you.

My last to you from Windsor, dated, I think, the 8th or 9th of December, apprised you of the dilemma I was in, in respect to crossing the Bay of Fundy. Well, I had scarcely despatched my letter when the steam-boat arrived: we embarked, and the same good fortune which has attended us throughout brought us comfortably across. The patriots (as the rebels here style themselves) may well exclaim—"Le bon Dieu n'est pas patriote!"—and the most unbelieving among us cannot help admitting the interposition of Providence in our favour, after experiencing the almost miraculous changes of climate—first of all in New Brunswick, and then in the disputed territory, in freezing the river and lakes long before the usual season—and, in Canada, in rendering the climate so mild that many of us required little more clothing than we were accustomed to use in England. But to return to my subject. We were allowed but few days to prepare our mocassins and caps, &c. &c.

On the 16th of December, Captain Power's company left St. John's. Each man was provided with two blankets, ear-covers, and mocassins. They marched seven miles, in consequence of the snow not being sufficiently deep for sleighing. On reaching the St. John's River they found the sleighs were waiting for them. Each vehicle took eight men; and the officers had a sleigh to themselves, and one for their baggage, which consisted of one portmanteau and carpet-bag to every officer.

On the 18th, Col. Maunsell and the head-quarters, consisting of two companies, left in the same way, and arrived on the following day at Fredericton; 19th, Captain Brockman's company left; 20th, Hunt's; 21st, St. Quintin's, the last division left St. John's. We travelled rapidly, and were very little inconvenienced by the cold, which, though 18° below zero, seemed scarcely below freezing.

At Fredericton we were entertained by Sir John Hervey.

On the morning of the 23rd of December, having changed our sleighs, we were again *en route*. The weather beautiful, and sleighing excellent. We kept upon the road, as the ice would no longer admit of travelling on the river. The appearance of the latter was most singular: the ice, which had been broken and again united, presented a surface like a plain which had been blown up by an earthquake. About eighteen miles from Fredericton we crossed the river between two walls of ice and frozen snow, and following the Skirts for about three miles, returned again to the road. I thought I had never travelled over so precipitous a road; and it required considerable experience in sleigh-driving to

prevent slewing over the precipices on either side.' This, however, was only a prelude of what we were to meet with in the sequel. The day's journey was twenty-five miles. We were put up at three houses, and had very tolerable accommodation and fare.

December 24.—We resumed our journey at eight A.M. The road much the same, as well as the state of the ice—which latter, in many places, looked like a sea of frozen billows. The banks of the river were exceedingly high and precipitous; the cleared country was thickly studded with cottages of no mean appearance, and there were many tolerable farms; the interminable forest bounded the horizon. We reached our destination, twenty-five miles, at half-past three P.M. Our fare and accommodation were much like yesterday's.

December 25.—A beautiful morning; thermometer at zero. When the sun appeared, the atmosphere sparkled as though it were filled with silver dust or fire-flies; and the trees and bushes, which were cased in ice, surpassed anything that the wildest imagination could conceive, and seemed to realise the fairy tales of old. The country was very picturesque, and in many places reminded me of the hilly parts of England. We passed through the village of Woodstock, a well-built and comfortable-looking place, and beautifully situated. I particularly remarked that the inhabitants were unusually tall and robust, and seemed very indifferent to the cold. Most of the girls wore large straw hats like the Swiss peasants, and many of them nothing at all, like the women in Corfu. We reached the Dingee settlement at four P.M., having performed thirty miles. Our quarters here were certainly not equal to an English hotel, but to one who had seen service before, they were duly appreciated. Two of us got tolerable beds, and the rest made it out on the floor in their buffalo-skins.

December 26.—The roads were awfully precipitous; and, to add to our discomfort, one of our horses was as unmanageable as a wild beast, and constantly put our lives in jeopardy. Thrice we were on the brink of a precipice of unmeasured depth—and at length over we *did* go, but luckily the fall was not great. I sprang out in time to save myself, and saw the horses roll over, followed by the sleigh, containing only the driver and one officer, who narrowly escaped having his head dashed against the stump of a tree. After this accident we always took the precaution of jumping out when near a dangerous place; and two of us applying ourselves to the back part of the vehicle, were able to steer it whichever way we pleased, in spite of our unruly horse. Before reaching Tobique, our halting-place, we had to descend on to the river, a place so steep that I could hardly have imagined any man bold enough to ride down, much less drive. The track was not more than thirty yards, and then turned off at a right angle, at the point of which was a large hole which invited any inexperienced driver to *slew* into; nevertheless, the whole party got down without accident. I must not omit mentioning, that the loyal feeling of the inhabitants, which had been manifested everywhere throughout the province, was, perhaps, more remarkable in to-day's journey than any of the previous days. "God save the Queen!" resounded everywhere as we passed along, with cheers to our success.

December 27.—We commenced our journey by crossing the Erastic, a small river which runs into the St. John's: its breadth was about 150

yards, and the ice was not considered sufficiently strong to allow driving across. The horses were consequently taken out and led separately across, whilst the sleighs were pushed over by the men. The whole got over in less than an hour without any accident, although the driver of my sleigh certainly tempted fate to the utmost verge, driving over alone at a furious rate, whilst the whole sheet of ice undulated like the representation of the sea on a stage. We now entered the portage (a track of land which connects two waters) which led to the Grand Falls. Never in my life did I see such a road; it was a succession of precipices flanked by a dark, gloomy, and boundless forest, where the arm of a single lumberman might, in one night, have baffled all our attempts to march onward, and where fifty men, nay twenty, well armed and equipped with snow shoes, could have destroyed every man of us without incurring the smallest risk. You have seen an American wood; I therefore need not describe what an avalanche of trees is, and how utterly impassable those woods are to any one except an Indian or a woodsman. Our driver, who was a lumberman of great experience and possessed considerable intelligence and local knowledge, said that in one night he could cut down more trees than we should be able to remove in a fortnight. This, at first view, may appear ridiculous; but when it is known that a single man (a good axeman) will cut down the largest tree in the forest in less than twenty minutes, which six of the best lumbermen could not remove in an hour, it will not be difficult to understand that if the same individual were to employ himself for six hours in felling trees of an ordinary size, at the rate of twelve trees an hour, he would form an obstacle which our soldiers could scarcely remove in any given time. We reached the Grand Falls about half-past four—twenty-five miles. Here we were met by Sir J. Caldwell, a gentleman of considerable property here, who has extensive saw-mills which supply the provinces with timber. He took us to see the Falls, which were close to his house, and then entertained us with a good dinner, &c.

December 28.—We left the Grand Falls at eight o'clock, and proceeded on the river. The thermometer was  $10^{\circ}$  above zero, which was unusually mild, considering that a few days previous it had been  $27^{\circ}$  below zero. The snow was deep, and consequently made our progress rather slow. We nevertheless reached the Madewaska, thirty-five miles, before six P.M. Here we put up at the first house where French was spoken, and our entertainment was not bad.

December 29.—This morning considerable delay occurred in consequence of our having to change our sleighs, and a fresh supply of rations being issued, and it was half-past nine before we got off. Our route was along the Madewaska, a beautiful river about 200 yards broad, with high and thickly-wooded banks. The ice was excellent for upwards of twenty miles, when we were obliged to take to a portage, which connects this river with the Tamásquatha lake. Here we had the first specimen of what the people here call *cahos*. These are a succession of deep holes, which are formed when the snow is on the ground by the bad construction of the carioles, the shafts of which are fastened on the very runners, and having a broad board to connect them, sloping at an angle of forty-five degrees; the snow is thereby scraped up into mounds, between three and four feet high, so that, really, the motion of our sleigh was precisely that of a boat in a heavy sea, only its effects were

ten times more violent; and this idea suggested to me the name which I gave the portage, viz., *Passage des ondes glacées*. It was dark when we got to the camp—a number of large log huts erected on purpose for the troops. We passed a very uncomfortable night owing to the smoke of our fire, which also at times was large enough to roast an ox by, and obliged us to rouse out and put snow upon the flames, when shortly after it would get so low that we were in danger of freezing. The thermometer was 4° below zero.

December 30.—I forgot to mention that our journey yesterday was twenty-six miles. We were now upon the Tamasquatha lake, upon which we had to perform eight miles to the camps at the outlet. The ice in many places was full of holes and very dangerous: however, no accident occurred, and we got to our destination soon after twelve o'clock mid-day. We were now at the entrance of the Grand Portage, which extends thirty-six miles, and terminates at St. Andre. I determined to go on in company with the Commissary, in order to avoid two more nights in the camp, and at the same time to give a day's rest to my horse (which I had brought from Halifax with me) before the division arrived. In this, however, I was disappointed, for the poor beast was totally unable to proceed with the sleigh over the *cahos*, and I was obliged to leave him in the camp, and leave my sleigh to its fate in the snow, whilst the Commissary and I continued our journey in another sleigh. We had not proceeded a league when the horses, like mine, unaccustomed to the violent concussion which they received from the sleigh pitching into the holes, floundered and fell into the deep snow, broke the shafts, and left us to cool our vexation in the middle of the forest. The only thing to be done was to walk back, and that, encumbered as we were with our travelling dresses, was no joke; in fact, it was four o'clock when we reached the camp. Luckily we found plenty of carioles in readiness, and having bargained for two of them and two traineaux for our baggage, we again put ourselves *en route*. We had but twelve miles to perform, but such was the state of the road that I had but little hopes of accomplishing it before midnight. Ridiculous as it may seem to you, I can assure you that it was a task which required an exertion of both physical and moral courage to endure the punishment which I was about to meet. But all previous joltings were nothing to this. The road itself was probably not worse than that of *les ondes glacées*; but there we had the long sleighs, which passed over the *cahos* comparatively smoothly: here the short cariole plunged into them with a violence which baffled my utmost strength in keeping my seat; and the repelling force which flung me back when the cariole rose over each succeeding ridge was like the pain of a continual tooth-drawing. All this time there was nothing to divert the eye, or take off one's attention from this incessant pain, and, but for the snow, we should have been in utter darkness. At length, at a little before ten o'clock, we were cheered by a solitary light from the only hovel in the portage. Here we halted for the night. It was cram-full of artillery-men and cariole-drivers, and smelt foully. A dish of fried pork and onions was provided for us; but my stomach was too sick to encounter it, and I was too happy to throw myself upon the floor, when I soon got into a sound sleep.

December 31.—At four o'clock we were up, and prepared to start.

The bustle which ensued awakened the other inmates of our small room, who instantly unkennelled from their bed, and, to my infinite surprise, proved to be two young damsels of elephantine dimensions. Not the least abashed by our presence, they began and completed their toilette with wonderful expedition and perfect *naïveté*. We found the road somewhat better than last night, and were able every now and then to get on at a little trot, on which occasions the motion of the cariole and poney resembled a game of *leap-frog*. Before one o'clock, P.M., the first view of the St. Lawrence burst upon the sight. It is thirty miles across at this place, and I will only say of it, that it surpassed, in the magnificence of its appearance, my most sanguine expectations.

I remained at St. André this and the following day, when Captain Hunt and Lieut. Quintin's company and the Royal Artillery arrived.

The 2nd of January we commenced our route to Quebec. Our carioles were 130 in number, and sometimes occupied a line of three miles. Our march this day was to Oreille, thirty miles. We passed through a fine level and well-cultivated country, thickly populated, and full of capital farms. At Oreille we were handsomely entertained by a Mons. Cosgrain and his brother, who had previously entertained the whole of the officers that preceded us. The men likewise were most comfortably put up, and supplied with abundance of fuel, and everything they could possibly require.

January 3.—This day's march was to Islet, thirty miles, through the villages of St. Ann's, St. Roch, and St. John's. The travelling was not as bad as I had anticipated from the heavy rain of the preceding night, and we reached our destination before dark. Here the curé and other gentlemen of the place entertained us, and likewise found us beds.

January 4.—This day's stage was to St. Michele, thirty-three miles, through the villages of St. Ignace, St. Thomas, Berthier, and St. Vallier; of which we could see but little, owing to a snow-storm which assailed us *en chemin*, and nearly stopped us. At St. Michele the men were admirably quartered, and the curé (a most gentlemanlike man) received all the officers, and treated us *en Prince*.

January 5.—The snow during the night had drifted so much that, but for the assistance of the peasantry in clearing it away, we should never have reached Point Lévi, fifteen miles, in time to cross the St. Lawrence this day. We were all embarked in canoes, which we found waiting in the street; and as the carioles drove up, their contents of men or baggage were removed into the canoes assigned for them. This done, at a given signal they were shoved over the ice into the water, and paddled with great dexterity through the floating masses of ice.

Here ends my first journey, and I am now about to commence a second to Sorel with the last division of the regiment. The weather has been very bad since my arrival, and I have not been well, so that I have not seen the little which is to be seen in the place. Suffice it to say, that I think it the dullest town I was ever in. Lord Gosford seems to be universally unpopular. Speaking of the atrocious and barbarous murder of poor young Weir, he said, "that he had no doubt Mr. Weir had made use of irritating language." I leave you to form your own conclusions upon such a speech. I do not know what people at home may think of affairs here, but you may believe me that there is not an Englishman in Canada, except Lord Gosford, who does not feel that he

is standing above an earthquake, and that, if prompt and vigorous measures to support the authorities here and crush the hydra in its infancy are not taken, we shall most certainly lose these Colonies. Now is the time to put an end to the French government here. This is the root of the evil. They are not fit to govern themselves. They are crafty and treacherous, and they have an hereditary hatred to the English which they never can forget. On the other hand, the English population are now as much dissatisfied with the conduct of our Government towards them (but with much more reason) as the French. They are all armed, and they do not disguise their intention *not* to give up those arms till they have had complete redress. I fear the Yankees are playing a foul game. I suspect I have by this time pretty well tired your patience; so wishing you a happy new year, I remain yours very sincerely.

Quebec, Jan. 22, 1838.

#### DIARY OF A RUN TO THE NORTH COAST OF FRANCE.

THE approach to Cherbourg, winding round its sturdy hills, is very picturesque; and the view of the town, the bay, the shipping, the break-water, and Fort Royal, is very fine from the last slope of the Mont du Ronle, which towers over it within a mile, over a low level margin carried round the bay at the foot of these hills. The town is compact, solidly built of hard stone, but with no great deal of improvement, since the peace, as to size or commerce: the Merchant Basin, and a range of four-story houses along its quay, together with a gaol, court-house, and flour-market, are all that appear to have sprung up since days of old. It has the same narrow, crooked, ill-paved, dirty streets it ever had. It is rather more populous, however, and derives a certain bustle and consequence from the Naval Arsenal, and the presence of a few men-of-war, though there are singularly few ever lay in the roads; none stationed here as sea-going ships, except the flag-ship in the roads, a ship sloop-of-war—nor is she fairly fit for the sea, being a mere guardo, though full masted, rigged, and manned. She fires the morning and evening gun, but carries no flag—the French Maritime Prefects, or Port Admirals, dispensing with that outward sign. The Admiral's Office here (the Major du Port) is on the beach to the east of the outer basin of the Merchant Harbour. It is intended to give up this part of the government establishment to the public, and include all naval concerns to the west of the town in the dockyard: it will be better, as they are now a mile apart.

It made me melancholy not to see a single English flag in the harbour nor the basin, as I walked about the morning after my arrival, in the Rue de la Fontaine, where the diligence put us down at the Hôtel du Commerce. The French are very fond of the word "commerce," without well understanding the thing: they, besides, fondle our word "comfortable," with great liveliness and solicitude, but with not an iota of idea attached to it; so that they have no objection to a man's being comfortable in their staving, dirty, *salles à manger* at each inn, with its



dirty table-cloth always spread, its stone floor possibly, and its stove at one end with the very little fire, half the time entirely out. The French, great and small, infinitely more than us, never think any people on the face of the earth can possibly have any habits and customs but their own dear selves: they go on, smiling, with "*mille pardons*," raising their eyebrows in wonder, but never alter the least thing, either from a true delicacy and politeness, or when the necessity for a change keeps getting up their noses once or twice a-day—as the pepper, for instance, which always stands in flat open salt-cellars on their tables, to be mixed with dust, and mix itself with the air, to be snuffed up from one generation to another. It is but of late years that they have, in a small degree, preferred fine table-salt to the coarse, which each man crushed with the flat of his knife: fine salt, however, is still too refined for the provinces—it travels very slowly out of Paris, and even there at half the places it is dirty and coarse.

So much for pepper and salt—not to be sneezed at. But this peppery obstinacy pervades all the domestic relations of life. A French tavern-keeper never, in his ineffable conceit and ignorance, imagines any improvement for the accommodation of his inmates. If he has a great barn of a hotel, the four walls duly filled with beds (by Madame, and well done), while he is well ensconced within shining rows of his battery *de cuisine*, and warmed by his great fire-place and glowing charcoal stove-furnaces, he is indignant at the growlings (if any) of the animals (*errant*) shivering in the saloon! *Que Diable! que vent on?* Neither do they ever condescend to suppose you can want a paper—or pen, ink, and paper.

I wish I had known there was a hotel on the harbour side kept by an Englishwoman. Though no English flag greeted my eyesight, yet I found afterwards that there are a few poor people (most likely connected with the smugglers, who come here now and then) living about the water-side—one respectable shopkeeper (Robins), the best-looking man in all the town, though he is now nearly French, having been here all his life, and never seen England since a child. I found, too, that there was one or two genteel families; one of them, I was glad to see, kept a yacht. Coming into the basin the next day, it was pleasant to see St. George's cross. This gentleman, I understand, lives somewhere under the hill, just out of the town.

October 2.—My *jeune France*, with his clubbed locks and German pipe, sticks to me like a leech. Frenchmen, when they take a fancy to you, never think you can want to be alone a moment. Went to the basin with him, and on board his Martinique mule ship, rolling from side to side as if in a ground swell of the ocean! It is curious the way these poor things rock themselves in this way: they stand in rows, with their heads meeting amidships at the tack along the middle of the orlop deck. There were seventy-three on board; and as the only two hatchways were small, the heat below among them was suffocating, though the weather is now very cold for the time of year! What will it be running down the Trades, and before they land! Poor things! it gave me great pain to look at them—even the best off in the opening of the hatchways. To add to the sad part of the picture, there were several farmers and their wives on board taking a last and affectionate farewell of their poor dear mules—their best friends! But why did you sell it?

thought I, as one of these women was patting the muzzle of her "chou, chou." This is just as bad as slaves. Here we animals inflict a pain, a misery, on other animals, for our own selfish ends! Pugh! what tender-heartedness! what signifies it! Or those beautiful sheep, standing round (six of them), licking the hand of their shepherd—their some time friend—who is, at the same moment, waiting to consign them to a Guernsey sloop-trader's hold, for the butcher. All these poor things are to be butchered, and tormented in eternal slavery just for our good will and pleasure—as we kill pheasants or partridges, or hook up trout, for amusement!

Man! man! you are a conceited, wicked, bad animal—you, the best, the *soi-disant* pious, humane, charitable, good—good! what a farce, what a mockery! And how do we know, most self-sufficient lump of two-legged ignorance, that we are right?—indeed! and yet we are always gabbling about justice and injustice, about right and wrong. What oppressions, what victimizings, what tyrannies! Tyrants indeed!—look at these poor mules—these poor sheep!

It was well I said nothing of all this to my *jeune France*, or to the peasants; though, indeed, I loved them, forasmuch as they looked sorrowful enough; or to the sister and brother of my young doctor, who sat on two of their corded trunks, in a little bit of a cabin aft, so crammed with lumber, without a table, so dirty, and so every way wretchedly uncomfortable, that nothing but some other French craft can be its parallel. I say it was well I allowed none of this overdone sympathy to escape me, for these were rational people, and would have had doubts if all was right in my upper story! She was a pretty girl, just married, but had her face stung up from the toothach. I cannot bear women with the toothach, so I had no sympathy for her, even if I had not had occasion for it all in the hold. This was the careful, economical part of the family: they had gone on board at once, instead of going to the hotel from the coach; and they gave their scapegrace brother a lecture on his carelessness and extravagance at the hotel, and kicking about the town idling with me, instead of attending to twenty requisite things previous to their sailing—at which he laughed. Very likely, they set me down as just as much in fault for leading him about. Tired to death as I was already of my *jeune France*, after saying a few civil things, and wishing Monsieur and Madame a pleasant voyage, I got out of this rolling hugger-mugger slave-brig—my juvenile Mephistopheles still sticking to me under a cloud of smoke. Disgusted with the sheer wickedness and hard-heartedness of all mankind in the lump, though not in particular, I left the water-side, and we walked out to the Château d'Eau, the only thing that looks like a *villa* about.

Thursdays and Mondays the streets are crowded with the country market-people. The market held on both sides of one or two of the cross streets. I know not why, but street-stands in this way are always liked better than a special inclosed covered market-place. Our Exeter farmers won't like quitting the High Street, I'm sure, for the fine thing building for them. Part of the secret lies in their being obliged to pay for their stands—which, *sub Deo*, is free to them. Cherbourg is plentifully-supplied with good things from the country—vegetables, fruit, flowers, and butter, conspicuous, particularly fine figs.

There is a short railroad from the Merchant Basin to the foot of the

Mont du Roule quarries; the prettiest thing of the kind one can fancy, and, like all other public works, solidly and scientifically laid down; not quite a mile in its graceful segment of a circle. It brings the very hard stone down on trucks in immense blocks, some of them, which is lowered into the stone craft from two frame buildings erected over it in an admirably simple and efficient manner, by a winch worked by two men on the platform above, and rolled out between the beams over the hold of the boat. Where the stones are in boxes on the trucks, it is loaded in the same way, an extra span reaching and unhooking the bottom, which falls. The quickness in loading such great masses and quantities by one man at the truck, four in the boat, and two above on the platform machine, is what is so remarkable. Both trains can unload at once (passing each other) close to each other.

The upper end of the Merchant Basin is a sort of open ship-building yard in common. Here the bustle of building and repairing looks cheerful. Two handsome egg sloops were just finished—the Cock and Hen.

While I stood by one morning (seeing a crowd assembled for the launching), I was struck by the cleverness and workman-like manner of it; they made no more of it than of a couple of row-boats on the same slip prolonged: they followed each other in a twinkling, as soon as ever the solemnity of their christening was over, which in France is made much more of than with us, one of the junior priests of the town performing the ceremony on board in the midst of the captains and owners, and their families, all dressed gaily—their children, a girl and boy, with nosegays, are officiating as godfather and godmother!—with wine and cake, &c., on the companion-head.

I like these observances: the clergyman pronouncing a prayer and blessing seems well in keeping with the increased risks of all floating things—where, in the fierce winds and angry flood, Providence and destiny has so much to do, beyond the ordinary chances of our firesides.

So it happened here, for one of these very sloops was, not long after, while trying to get up to London, full of eggs, sunk in the Thames: she was, however, quickly got up again, with no very great damage. It was the Hen; the largest boat of the two—incongruous, except, *à la Française*, in compliment to the fair sex!

They were raising-on a vessel of five hundred tons, with a rapidity, as I watched them from day to day, and a thorough knowledge of their business, not to be seen everywhere—those, too, the common jobbers of the port. Our yachters know this, and profit by it. Captain D. came in, in his yacht, as he does, I am told, most seasons, after cruising about these shores with his lady, making a stay, however, of only a few hours. I was glad to see his men known to, and chatting with, some of the French hard-a-weathers. I wish more pleasure-boats would come: the intercourse between us is sadly scanty. I did, indeed, espy, on looking curiously round the outer basin, a small gig, not larger than a naval Captain's, with an English name on the stern, of—mum! The circumstance of this frail thing's having a couple of plain deal wash-boards run round over her row-locks, with sundry lines and kegs under the thwarts, told all about her: the men were out of her: there she lay, a solitary thing at her grapnel. Day after day I took a look at her to see what next—but there was not the least change: at last, one bright

morning, she was gone. What dangers, what risks, these hardy fellows run for a precarious living!—fishing, egg-boats in the Channel in winter, merchantmen in the choys of it, men-of-war cruising, are all child's play to it! Poor fellows! your safety lies in the everyday dangers of lawful seamen. But smugglers have been well-nigh all driven from Cherbourg by the extortion of their French brokers: they now more patronise Barfleur.

October 4.—The cross wind chopping round east, the poor mules have got off, joined by my young donkey of a doctor—no fool, by-the-by, either, and yet as mad as a March hare! How many years will it take to bring this youth to his senses? Yet was there something attractive in his very absurdities, his easy confidence, his universal knowledge! Such fellows as this, were those, still regretted by the French, as boarding (naval officers) pistol and axe in hand, dressed in silk stockings, and a perfumed toilet!—who were the very “pinkers of silk doublets,” handling their tomahawks with a graceful air (*coquetterie*).

Young Frenchmen, when they choose, are still lively fellows; but their West Indians surpass our Creoles in fun and extravagance—ours are almost always diverting originals.

The French are invariably very exact and methodical in everything relating to the public at large: nothing is left to chance. This order and clearness has a most beneficial effect; making even despotism, if used on a pressing emergency, turn to a public good, and be borne without a murmur, since it is known to carry an even-handed pressure. Such, for instance, is the conscription. Here, in this department, it seems, by the census of 1836, there are 76,673 souls (23,003 boys, 22,886 girls, 12,719 wives, 12,618 husbands, 1658 widowers, 4294 widows); out of these are drawn into the year's class or lottery for the conscription, 780 young men—the blanks falling on only 182, out of them, obliged to join regiments. Thence the spring and vigour of the elasticity of the arrangement might go on to the whole number without creating any anger at an odious and partial oppression, as in our press-gangs of the day—which, after all, are feeble and scanty instruments of tyranny, producing, comparatively, but a very few men, but enough to make the blood of a whole free people boil with indignation, disgust, and contempt—contempt for its worthless contrivance, contempt for its unworthy sneaking partiality! And yet this tolerated nuisance is still squinted at as a stand-by, with an obliquity of vision as absurd as it is hideous, by some naval men—who (in the utter neglect of our seamen, or in any sort of nurseries for them at our chief naval stations, and in the absence of any wise or wholesome inducement for them to enter for our men-of-war) think that the old press-gangs will make up all deficiencies should we come once more to the tug of war!

It is wonderful what an elasticity there is in human consciences!—they can be accommodated to anything! To argue about this feeble, inefficient piece of lawless tyranny, would be to argue that the sun does not shine, nor give us light and heat. By a timely and proper means our Navy might be always manned, and properly manned. But allowing the same apathetical indifference to exist, till some day we may have a combination of Russians, French, and Americans in the Channel hearing us, (just as probable as any combined fleets that ever have tried it!) our best and only recourse would be in a general levy on the French

plan. However we may hate the French word "conscription," at least it is fair, and the very best plan on any sudden emergency. No young man should be exempt: tenderness and preference for the sons of the richer orders, on such occasions, is not only laughable, but very contemptible, as a national measure. Besides, after all, the wisdom of this mode works, in a financial, and in every point of view, well. The rich who are drawn with, of course (if they don't like it), get substitutes, as in France, and must pay for them: thus the bounty, about which there is such a puzzle and fuss, to raise men, is at once settled, and placed on the right shoulders. We should have none of the difficulties we hear of even now, in peace, to man a single man-of-war, which is detained at Portsmouth or Plymouth months, and, after all, not manned as she should be; for the officers cannot be nice in their choice—their's is Hobson's choice.

It is almost incredible that sometimes ships are waited for from foreign stations to help to man some slowly-fitting-out frigate or seventy-four!—and, after all, they are forced to put to sea (few as there are) not at all manned as they should be, either in good men, or enough of them! After four-and-twenty years' consideration, and contrivance, and reflection, that still no wise enactment should embrace and cheer our Navy, is monstrous. Not the officers—we are oppressed by so many officers—no, it is the hulls and the men that want an entirely new system of regeneration. Is England to be thus left loose and weak, and that weakness a capricious one, in the most vital spot—the most vulnerable? Not a thing have we on a proper footing. A simpleton might ask, why we have no boy-barracks, or hulks, at every port, bringing them up as sailors, when such thousands starve in the country, or, picking our pockets, infest the streets of London and our seaports!—why we have no Naval Militia enrolled,\* much, as a point of honour, a very little as a retaining fee, of our long-shore population. Fishermen, or even those who see the sea, their inclinations naturally bear seaward! No, there is nothing of this; and yet vast sums are squandered in all sorts of puerile ways—on jobs of all sorts, creating docks to be neglected, building to no purpose, or in isolated lead-to-nothing hobby-horse experiments.

But the greatest misery in our naval affairs is, that our naval men have not a word to say about the matter—or surely things could not go on year after year as they do! If ever one hears a word of complaint or remonstrance, in print, in a general way, it is about a paltry promotion, which will affect in a small way, perhaps, a dozen Admirals, two dozen Captains, four dozen Commanders, and eight dozen Lieutenants! "O! most lame and impotent conclusion!" Of all the strange anomalies of our island—of all our silly and culpable incapacities and negligences, this is the most glaring and the most grievous.

But what is it to me, walking about Cherbourg beach?—not much. If I did not love my dear country, and feel vexed to the soul when comparisons are forced on my attention in a foreign land—not so much in details (and they are bad enough), but in the great bearing of our whole naval force. *Basta—bastante*—let the world wag. I'll go and take my place in one of the two diligences which start alternately (carrying the mail) for Caen; and thus, driven by ennui and stress of discomfort

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\* The Seaman's Registry does comparatively nothing.

at the Hotel du Commerce, I put into the Café de Paris, on the harbour side—the café par excellence of the town, though a poor affair. Here the officers of the 35th of the Line (the garrison) congregate together with some of the clerks attached to the Dockyard and Admiral's Office, but hardly a single naval officer. Being more at home in the town than the army officers, possibly they spend their evenings in private society, for I mostly met them in the streets during the day in uniform (which at a little distance much resembles ours), backwards and forwards between the Dockyard and Port Major's Office.

In France one is struck by the familiarity between the army and naval officers and seemingly very low persons at the cafés, where they play dominos together, smoke, drink, &c., quite on a par. I dare say something of this is my mistake as to rank in society of very dirty ill-dressed men one takes for low people, independent of their vulgar, coarse conversation. But France has always been very republican in her manners in private society. Here, at the café, the landlord seemed equally familiar with the Captains and Majors—the Town Major particularly, a constant customer, and the very image of La Mancha's worthy Knight, while the host was not a bad Sancho, though a very imperious one to his rib the *Dame du Comptoir*—the only Frenchwoman I ever observed evidently kept in awe of her husband!

We know that the pay of French officers is very slender; but as with them there is no false shame or fear about an equally modest expenditure, it suffices just as well as our better pay: thus two or three of them at the same table have a bottle of *petite bière* at six sous, without the slightest feeling of anything shabby either on their's or the landlord's side; and, as a matter of course, the boy who waits gets nothing, not expecting anything, as he is not there palmed upon their generosity—a queer word, in a pecuniary sense, to poor fellows with 60*l.* to 80*l.* a-year! How much better this understanding is than ours!—how much better the feeling on all sides! With us a poor officer in a coffee-room must either be as uncomfortable (in the midst of his comforts) as a fish out of water—or he must do what he cannot afford, to affect the munificent. Now, the French never attempt to untie this Gordian knot; they have cut slap through it, and are perfectly at ease both ways on the subject. Since we have travelled so much about France, this sensible rule has been much infringed on, however, in the hotels, where now they are but a little way behind us in their anticipations and expectations; indeed, on the Calais and Havre roads to Paris, they are more greedy and expensive to diligence travellers than on our Dover road.

The town of Cherbourg is considered eminently loyal. They know nothing of *La jeune France*, and so they have sent them an obnoxious regiment, as to a sort of honourable banishment, for the firm part they took in the affair of the Rue St. Mary! The young Doctor denounced them all as assassins—assuring me the Government dared not send them to any other town in the kingdom. However, these political fevers and civil heats are fast subsiding.

Sunday—went to church (the Trinity) with the hope of hearing a popular preacher, but there was no sermon; only the service, to a very crowded congregation of country-looking peasant women. Few men of the upper classes are ever present; but here, even the women

of the upper Bourgoisie (wearing bonnets) were hid by the mass of caps. I expected, however, to have found the regiment attending, as it was high mass, and in the morning. But no, it appears that the King has issued an order doing away with the army regulations, both of the Emperor and the late Sovereign, to the effect that the regiments may go to church if they like, instead of being marched there by their officers, as heretofore: the consequence is, not a man comes. The people of the town do not at all approve of this indulgence—nor I.

As there is no such thing at this hotel, I went to the sole circulating library, Mr. Lecouflet's, near the Place de la Mairie, to read a paper—where, as I have observed, by a little management, they do contrive to have a Cabinet de Lecture, joined to a book shop, stationery, children's toys, thread, pins, needles, hardware, and sundries—in short a little of every thing; for the reading-room, at three sous a-day, does not give them any one day ten-pence. The town has a meagre journal, once a week; this, and two Paris ones, and the *Charivari* (a satirical wasp against Government), were on the table. I met here two or three quiet gentlemanly-looking men, and an officer or two of the regiment. As this was the best bookseller's (there is one other), I asked for a map of the town, but there was no such thing, nor of the Department, nor anything in print of its history, except an *Annuaire*, a sort of local almanac, very little to the purpose. Not a word of the dockyard or the men-of-war, nor their navy, or officers, in any shape. It is impossible this can be accident or ignorance, so I concluded that the Government do not choose those concerns to become too public. The dockyard, which is on a very extensive scale, is watched and guarded with an extreme vigilance; no stranger entering without a written pass, and the added responsibility of two known citizens, who must accompany him all the time within. Nor is he then allowed to go on board any of the ships in the basins without a separate written permit from the Captain of the yard. I should have liked to have rambled over it; but guarded in this way makes it an irksome business rather than a pleasure.

As in all French towns, there is an excellent bathing establishment, ready at all times: a bath, with warmed towels, so low as fifteen sous (seven-pence-half-penny). The baths here are attended by the owners' daughters, two nice young girls, who sat sewing in their little office. On one occasion, as I wanted a moment for change, we entered into conversation, which soon turned (as I think it generally does to pretty young women) to a strain of gallantry—some little insinuated inquiry as to the state of their hearts! I am sure I made a bad hand of it compared with the progress a Frenchman would have made in saying a thousand complimentary nothings, and establishing an easy intimacy in a single minute. It put me in mind afterwards of what Louise the chambermaid at the hotel said one morning when I asked her how she would like to have an Englishman for a husband. "*Où-dà, Monsieur, les Anglais n'ont pas de l'imagination!*" This *repartie* made me laugh at the moment; but there is something in it.

Cherbourg, though lying low on a flat margin under the hills, is reckoned very healthy; so that medical men have very little to do; besides that they get little or nothing for their advice.

We all know the scale of French *ides* in France is reasonable enough—from three to five francs in Paris—and I imagined perhaps the least

sun, at country towns. Not so. I was astonished at finding that, here for instance, the ordinary fee to a physician is but a single franc! The *Pharmaciens* (apothecaries) have the best of it. There are four in the place. At three of them I constantly see women officiating, and no doubt they know their business as well as their husbands. The same thing is occasionally seen in Paris; nor do they ever dream that sometimes it is rather awkward—particularly, *si elles ont de l'imagination!*

I contrived it badly in bidding adieu to this thriving sea-port at three o'clock in the afternoon, so that it was dark by the time we got to Valonges again. However, there is no morning conveyance, even to this stepping-stone out of the *presqu'île*, except a rickety voiture, and two poor half-starved horses, with the good chance of not finding a place on the mail as it goes through.

October 9th.—It happened to be a great cattle fair at a village just over the hills, half a mile off the high road, seven miles off (St. Brie). These cattle we found to consist of the greater part young mules, cart-horses of a small breed, and hollow-backed cows, calves, and sheep. All these poor things in droves strung along the road as far as Carentan; we frightened almost to death with our lumbering diligence. I was very much provoked at the insolence of the conductor, who, whenever he could, urged on the postilion, just for the fun of throwing everything into confusion right and left. In vain the farmers, now returning with those unsold, and the drovers with their purchases—in vain they tried to get them out of our way—in vain they made signs for him to pass them on one side, and gently. No, this scoundrel kept the centre of the road, and as hard as he could go, just for the fun of trying to run over them, and the trouble, fright, and anxiety it created. In spite of my vexation, it was now and then impossible to help laughing at the obstinacy of the strings of mules fastened to each other's tails, jumping over each other, and setting off at full speed, or falling over into the ditches at the sides. Sometimes the mounted men thrown off; at others riding a race, to head their terrified droves. At one time there was a race of several miles in this way, between two colt mules, broke loose, and two drovers mounted on their sturdy horses; but however laughable their troubles and grotesque oddity, I felt that this scamp of a conductor deserved to be well thrashed. French diligence conductors are the only set of men in France who practise a constant brutal insolence, along the roads with impunity; particularly towards all country waggons, carts, and country people. But this Caen conductor (being the mail) is the most insufferable I ever met with; his language, too, along the road, to the women we met, was brutal and indecent to the last degree: he was hardly civil to his passengers. I wish I knew this fellow's name. I several times wished for an upset, just to break his neck; the only way of getting at him on his perch above, on the banquette.

[To be continued.]



NARRATIVE OF A VOYAGE FROM VALPARAISO TO THE SOUTH SEA ISLANDS IN HER MAJESTY'S SHIP ACTÆON, TOWARDS THE END OF THE YEAR 1836.

ON the 29th of August, 1836, her Majesty's ship Actæon quitted Valparaiso for the South Sea Islands,\* and met with light, baffling, and contrary winds until the 20th of September, when we had reached the twentieth degree of south latitude, and got into the trade-winds. Nothing remarkable occurred until the 2nd of October, when we descried the island of Madeline on our lee-bow, and that of St. Pedro a-head; but before we could distinguish the leading marks of those islands night had closed in. We therefore wore ship, and stood off during the night, and saw two large fires, which some imagined were beacon-lights, but we afterwards ascertained that they were made by people employed in clearing the land. Having in the morning wore ship and neared the islands, we ran between St. Pedro and Dominica, the former being distant about six miles, and about twenty miles in length, and, from the nearest view that could be had of its base, about 1004 feet in height. There was not a hut of any kind to be seen on it, or the slightest indication of its being inhabited. It is principally covered with a kind of low barren bush, and is thinly dotted with a tree bearing some resemblance to the willow. At its eastern extremity there is a rock, and another at its western, which, at first sight, have the appearance of sails when set. Both these rocks are distant from the shore about a quarter of a mile. Passing from this island, and standing towards another named St. Christina, we ran along the south side of Dominica at about the distance of three miles. This latter is a fine-looking island, of considerable elevation, and its summit is generally capped with clouds; but its fertile appearance owes nothing to the hand of man—Nature has done all. It is everywhere intersected with beautiful ravines and valleys, which are richly clothed with banana, cocoa-nut, bread-fruit, cabbage, cotton, and mulberry-trees, from which latter the rude natives manufacture a species of cloth, called "tahir." With everything they can wish for growing around them in wild abundance, it is in these delightful valleys that the natives build their huts. This island has two bays situated on its south side, one of which is small and sandy, and about ten or twelve miles distant from its eastern extremity: the other is larger and deeper, with several huts of a superior size on its banks. Its westernmost point is the nearest land to St. Christina, distant about two miles and three-quarters. The shore is bold and rocky. Dominica is the loftiest island of this group, and, from observations, its height may be estimated at 2320 feet above the level of the sea. The scenery of these islands bears a great resemblance to that of the West Indies, the former, however, being the work of Nature, the latter that of man. There are some spots which have the appearance of tillage, but, on a closer inspection, we found that it was only in places where the low bush, before mentioned, did not grow; and from the unequal shape and sudden change in the appearance of the land, from a bright lively green to dark brown, one might infer that the natives occasionally employed them-

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\* In doing which it is recommended to keep to the northward.

selves in burning peat. We observed one canoe, laden with bread-fruit and other vegetables, standing over from this island to St. Pedro, not, however, with any view to traffic, as this latter has no inhabitants; we therefore concluded the canoe was going on a fishing excursion, or perhaps to Madeline. The people in this canoe were much more ferocious-looking than any we saw subsequently; they were tattooed all over, and wore very grotesque ornaments upon their heads, and, altogether, they appeared far below the inhabitants of St. Christina in point of civilization.

In approaching St. Christina, as we did from the eastward, it has a most unfavourable aspect, being but thinly clad with verdure, and for the most part covered with the low barren shrub before noticed. The ravines, or valleys, are not so numerous as in the other islands; there are, however, one or two small ones wherein we observed four or five huts; but the east side of this island is by no means a criterion for the rest, for, on approaching the north side, we beheld several sandy bays, with a number of huts, and many of the natives came down and waved to us. As we rounded the northern point of this island, it became more pleasing to the eye, exhibiting trees and other signs of fertility, and land broken into numerous hillocks. Approaching from the east, and having rounded the northern point, Resolution Bay is situated behind the first prominent feature of the land, and is immediately to the northward of the first hillock. On the west side there are two or three minor points with bays, but, from their being low and small, they can scarcely be considered as a deviation in the land, which bends directly away from north to west. From observations on the east side, and afterwards in Resolution Bay, the highest part of St. Christina may be estimated at 2009 feet.

Seeing a whale-boat coming off, steered by a white man, we hove-to, and obtained from him the necessary information respecting the pilotage; but from the general appearance of these islands and the bay, we beat in and anchored off the village, at the distance of about 400 yards. The following were our bearings:—North-west point, N. 30° W.; first house to northward, N. 65° E.; missionary's house, N. 88° E.; south-west point, S. 43° W. We had not anchored ten minutes before we were surrounded by canoes from this bay and the ones adjacent, bringing bread-fruit, cocoa-nuts, and other natural productions, with a view to barter. The singular manners and appearance of the people astonished us. Their natural colour is brown; but as there is scarcely a spot on their bodies that is not tattooed—it renders them to the eye almost black. The custom of tattooing seems to increase with their years, for we observed that the elder people were the blackest.

As soon as it was known that we were a British man-of-war, many women swam off; and in a short time the royal barge was seen advancing in the shape of a whale-boat, which had been borrowed for the occasion. It contained the king; but although many of his subjects, including his royal brother, were already on board, and hailed him, he could not be persuaded to come alongside until the Captain waved to him from the poop, when he honoured us with a visit, accompanied by his queen, a young prince and princess, and another of his brothers. He was attired, like his subjects, in scarcely sufficient clothing for common decency. He is a fine, good-natured looking old fellow, and is certainly, physically speaking, the greatest king I ever saw. In fact the whole family were, in their proportions, perfectly Herculean—his eldest

brother measuring 43 inches round the shoulders, 26½ inches round the thighs, 15½ inches round the upper part of the arm, and in height 6 feet 1½ inches. The king was received with every consideration, and shook hands most cordially with all. He was treated very kindly by the Captain and officers, who soon rigged him and his suite to their entire satisfaction.

The Prince and Princess are interesting-looking children—the former about eleven, the latter thirteen years of age; but evince no signs of becoming so important as their papa. However, his Majesty's *entré* did not interrupt the barter, which, by this time, was going on pretty briskly—the natives exchanging ear-rings, head-dresses, yams, fruit, &c. for tobacco, old clothes, and other articles.

They are a fine muscular race of people, few of them below the middle stature, most, considerably above it, and may be considered handsome. They bear no resemblance to the negro, having good features, high foreheads, remarkably fine eyes and teeth, and well-formed mouths; and the nose, but for a slight distension of the nostrils, might be called Roman; the hair by no means approaching to wool, but, on the contrary, is generally fine; but this great ornament of the person is hacked and cut into all kinds of shapes. In short, according to our notions of beauty, they have used every means to destroy what nature has evidently done to make them comely. The women, however, disfigure themselves but little in comparison of the men, and confine it chiefly to the arms and legs, lips and ears; but as if determined not to be outdone by the men in one respect, they daub and besmear themselves from head to foot with cocoa-nut oil, which stinks abominably, and stains everything they touch, giving their skins a lively yellow hue, and which, their eyes being generally of a fine blue, renders their appearance ghastly. However, both sexes have a very good-natured expression of countenance.

All wear ear-rings of some kind, made of bone, boars' tusks, shells, &c., some tolerably well carved after the old Japanese fashion. They wear round their wrists and ankles bracelets made of human hair. Their head-dresses, when they use them, are graceful, consisting of a kind of pad round the forehead, generally made of cocks' feathers, surmounted by a plume of the same material. The chiefs are distinguished by the elegance of these, and a gorget of wood studded with beads, somewhat similar in shape to that worn by our military officers when on guard.

A single cloth fastened round the waist, and between the thighs, is all the body clothing they make use of. This they call "maro;" an article which is evidently on the increase, while the mere ornaments above mentioned are as visibly on the decline: in fact, the gradual disuse of these may be considered as one of the leading symptoms of civilization. They are extremely solicitous for all kinds of clothing, and know the value of the article offered with a precision that would even astonish some of our knights of the three golden balls. One fellow, in bargaining for a new silk handkerchief, which was finely worked, held it up to the light, and seeing that it was very flimsy, and feeling that it was very thin, treated the article as it deserved, with indifference.

We visited almost every hut in Resolution Bay, about forty in number, varying in size as in state and condition—some very clean, others quite the contrary. Only four or five have more than one room, with

nothing bearing the slightest resemblance to a chair or table. One half the floor, where they sit to eat, is of stone; the other half is of earth, covered with mats, for the convenience of sleeping.

Their mode of living is very simple, never eating meat but on feast-days, and subsisting almost exclusively on bread-fruit, which they bruise with a stone, which in shape resembles a half dumb-bell, until it appears like mashed potatoes; but the taste is, of course, very different. At their repasts you may sometimes see a fish, which they never dream of cooking in any way. Going into one of the huts about seven o'clock in the evening, we were much disgusted at seeing a whole family sitting round a huge fish, and devouring it raw, with all the voracity of cannibals.

We saw very few of their original implements of war, which they appear to have discarded for the more deadly and unerring musket; but the few we did see they could not be prevailed upon to part with, except for gunpowder, which to them is invaluable. There were a great number of muskets on the island; in one chief's house, alone, we saw eight, in another six, and in several others three or four. They have the cotton-tree here, the produce of which is finer and stronger than any we ever saw in the West Indies. Although these rude islanders were permitted the full range of the ship, not the slightest article was found missing; and their ideas of honesty are of the highest kind.

Their language, if such it may be called, is an extremely harsh guttural jargon, which they cannot be said to speak, the expression of it being a sort of stuttering bellow. Their alphabet consists of thirteen letters, in which K makes a prominent figure. Two consonants never occur together.

They were busily employed in making canoes, which the King said were intended for a fishing expedition; which was the only work of any kind we saw, besides making the "tapa," this they manufacture from the inner bark of the mulberry-tree. There appeared to us something very suspicious about this fishing excursion; for when they first mentioned it, we very naturally produced our hooks and lines, thinking, of course, they would be eagerly accepted; but what was our surprise when they viewed them with perfect indifference, and would scarcely receive them as a gift! On a close inspection of all their huts, we saw very little fishing-tackle of any description; and coupling this with the deadly hatred with which they spoke of the people of Dominica, and their insatiable thirst for powder and ball, no doubt remained on our minds that all these canoes were intended, not for fishing, but for a hostile descent on the latter place. Why should they have, all at once, become so eager about fish, as their appetite for it had not, apparently, increased?

St. Christina, it seems, has never, within the memory of any of its natives, been wholly at peace with Dominica; and the people of the former are so united, that an insult offered to one is felt by all, and the blood of the offending party is considered by no means sufficient to satiate their thirst for vengeance. Their petty warfare is conducted with much fierceness, particularly by the victorious party. Their weapon is, generally, the musket; with which they fire from behind a bush. They seldom fight "hand to hand," excepting in the final struggle, or

to strike the wounded, or fallen foe. Before they give the fatal blow, they whirl their clubs four or five times, and utter a piercing yell. The club is about five feet in length, and made of the hardest and heaviest wood.

We heard that they often made prisoners; but although the last struggle occurred only three years since, in which the warriors of Resolution Bay were conquerors, we could discover no captives, nor could we obtain any information concerning them, notwithstanding they were said to be pretty numerous. A white man, Robinson, told us he saw four bodies doubled up, and placed before an altar. This looks like human sacrifice; but a native, who spoke a little English, absolutely confessed (thrown off his guard by a too free indulgence in brandy) that the young prisoners were eaten, and the old ones slain! The rude images of their former worship are now thrown aside, and left unnoticed. Indeed, idolatry may be said to be abolished; and although their notions of a Deity are extremely vague, still a change has been effected. The light of Christianity is beginning to dawn; they are slowly, but surely, ameliorating their condition; and one important point, at least, is gained, obedience to the first commandment. The King is a good man, much respected, and no lover of war; and, at a conference held with him and the chiefs by Lord Edward Russell, very favourable promises were made by all. They said that after the canoes were finished they would build a church, that they would fight no more, and that every effort should be made for the spread of knowledge. How long these promises will be adhered to it is rather difficult to imagine. The missionaries deserve credit for what they have done; and, as improvement in the religious, moral, and social condition of these islanders advances, the missionaries' labour will, of course, be lightened.

The average state of the thermometer at Resolution Bay was 82°. The appearance of this group of islands strongly indicates their volcanic origin. There is good depth of water in Resolution Bay: we anchored in 11 fathoms. The watering-place is close to the missionaries' house; but as it is only a small stream running from the rock, it takes some time to procure water in any quantity. There is an almost continual surf on the beach, and when the wind is high, which is, however, seldom, it breaks very heavily. The bay is divided by a rock into two coves, both having sandy beaches, but the surf will seldom permit a boat to land; the best plan to do which is on the rock, that separates the bays. *It is an extraordinary fact that, at this place, it is high water every day precisely at noon.*

Pigs and poultry may be procured in abundance; and, as the missionaries have three cows, and the same number of calves, beef will, no doubt, be added, ere long, to the list of its refreshments.

We left Resolution Bay on the 6th October, with a strong and squally breeze off the land, and passed between the islands of Rouaponga and Houapouah, the former to windward, the latter to leeward. On the 7th we saw the Hergeest Rock. A good north-east breeze accompanied us until the 11th, when we got a south-west: we were then in lat. 3° N. long. 145° W. From the 11th to the 15th we had calms, heavy swells, showers, and light breezes. We crossed the Line on the 10th in long. 144°. On the 16th we got light, north-east winds, which gradually freshened: we were then in lat. 10° N. long. 148° W. On the 21st we

saw Owyhee, distant 50 or 60 miles, and got one glimpse of its high mountain. On the morning of the 22nd, saw Mowee, bearing W.S.W. about 30 miles. At daylight on the 23rd, Woahco was made out W.S.W. 25 miles; and, as we approached, saw several signs of volcanic eruption. We anchored in the outer roads in 15 fathoms, coral bottom, and a little after sunset. There is a long reef runs along shore 18 or 20 miles, and opposite the town of Houalutire is a break in it of about a hundred yards, which is the passage for ships to the inner anchorage. There are never less than eighteen feet water on the bar, but the most intricate part is after this is passed. A pilot came on board early in the morning, and we were towed in by the boats from all the whalers, about forty in number. We moored inside all the whalers, at not more than a stone's-throw from the shore. There are always a number of ships here in the months of November, December, and January, when the whalers come in to refit, and replenish their provisions. The harbour-dues are heavy, and bring in a good revenue; but the harbour is gradually filling up. The bottom is muddy, and the shoals on either side of it extend out to the reef, so that the poor inhabitants, who subsist chiefly on shell-fish, such as oysters, mussels, &c, walk out on the shoals at low water to procure them. We should say the harbour is capable of containing sixty ships. It is well sheltered on all sides. The tides here are by no means regular. The fort has a fine appearance at a distance, but will not bear a close inspection. It is built entirely of mud, and whitewashed. Forty guns of all sorts, sizes, and conditions are mounted on it, one-half of which would certainly burst, or dismount, the first time they were fired, with shot. The band of the garrison consists of a fiddle, a kettle-drum, and a big-drum, on which latter we saw a perfectly naked man performing as we looked into the fort. The King is short in stature, and there is nothing prepossessing in either his manner or appearance. We are sorry to add, that neither his public nor private conduct will bear inspection.

The Missionaries here are all Americans: no one speaks well of them. All the advantages which nature has bestowed on this island are annihilated by the tyrannical form of government. So depressing is their code of laws, so injurious, so mortifying to industry, that to be indolent is to be comparatively happy! The consequence is, that few people care to raise themselves above absolute want.

The following are a few specimens of their code of laws, if they can be said to deserve the name:—No land can be purchased beyond the term of a life; the discouraging effect of which must be obvious. One half of every thing produced on the island goes to the king. So that there is no stimulus to industry; and what with king, chiefs and missionaries, the cultivator retains but a small portion of his earnings.

From the constant intercourse, and consequent admixture with other nations, we could distinguish no characteristic features among the natives of this island. They are seldom above the middle stature. Bullocks and goats are plentiful; but there is a scarcity of sheep. The horses generally come from California, and are a very fair breed. Shell-fish and pocon are the chief subsistence of the natives; the latter is made from the tara plant, and, when ready for eating, looks very like starch. They distil a liquor called ara from a root of the same name, which, though forbidden, is much used. Tattooing is not much in

vogue here. Their navy is nearly extinct, although at one time it amounted, in vessels of war and merchantmen together, to upwards of fifty sail; all of which, for want of means to repair, have gone to decay. They have now only a small brig or two, and some coasting schooners.

We have a consul here, as have also the Americans. Mr. Mackintosh, an American merchant, has established a newspaper, which does him credit, both for its editorial capacity and the public spirit it evinces.

This island affords some splendid scenery; at one place in particular, called Parai, the view is at once grand and beautiful. After ascending a mountain about 400 feet in height, you arrive at a precipice, beneath which is a most verdant plain which runs towards the sea. It is said that when Tamahamaha conquered the island he drove some hundreds of the natives over this precipice!

The Captain was occupied during great part of our stay here in getting the King to accede to some important measures in favour of the English residents; the result of which was highly gratifying and beneficial to them, and which they thankfully acknowledged. The King paid us a visit on the 1st November, and was received with every mark of attention and respect. He appeared highly pleased. On the morning of the 19th of November we weighed from the anchorage with the King and some of the chiefs, the consul and several other gentlemen. On the King's leaving, cheers were exchanged between the ship and the boats.

The hospitality shown by Mr. Jones, the American consul, to the officers of the ship, will ever be held by them in grateful remembrance; as will also that of Mr. Charleton and the resident merchants.

A strong north wind carried us out of sight of the land, and it continued from the 20th till the 27th, when we lost it, being then in lat.  $4^{\circ} 30'$  N.; after which we had light variable airs from the S.E. till the 30th, when the breeze freshened from E. and S. We were then in lat.  $4^{\circ}$  N., and long.  $154^{\circ}$  W. We crossed the Line in long.  $151^{\circ} 26'$  W. We had light breezes from this until we reached Taheite. We passed between the Islands of Independence and Saratnam, which are only eighteen miles apart, but saw nothing of them.

On the 8th December we saw Flint's Island. It is small, low, and thickly wooded. A reef runs out from the northern end about one mile and a quarter. On the 12th we saw the Islands of Maurica and Bola Bdu: on the 13th observed the Islands of Otaheo, Ulitea, and Huahuze. We passed between the two latter. On the 14th saw Sir Charles Saunders' Island, and on the 15th, Taheite. We stood close to Thersozoa Reef, which is covered with trees. On the 17th, being some distance to windward of Point Venus, we bore up, and hove to abreast of Papeite, and made the signal for a pilot, who very soon came on board. He took us in very well. There is a break in the reef at the western end of Papeite, about a ship's length in breadth, with eight fathoms on it, but it is rendered critical and dangerous from a rock on your larboard hand going in, on which there are only two and a-half fathoms.

Pomaree's Island is the first object which attracts attention going in. It is called after the Queen, and is situated nearly in the middle of the bay. It is about 180 yards in diameter, almost round, and is the occasional residence of her Majesty. It has a few guns mounted on it.

being the only battery of any kind to be seen. We found a whaler at anchor here. They come to water, which article may be plentifully procured. St. George's Crown, a remarkable saddle in the land, which is situated between Taira Bay and Papeite, is a very good guide to the harbour. The soil of Tahite appears to be extremely fertile, and capable of producing every kind of tropical vegetation. The sugar-cane and coffee, both good of their kind, are cultivated on the west side of the island. The natives appear somewhat superior to those of Wahoo, but still indolent and dirty. Owing to the indefatigable exertions of the missionary, Mr. Richards, they pay great respect to the Sabbath. Bullocks, goats, and poultry, may be procured in considerable quantities, and there are a few horses. The rise and fall of the tide here is three feet.

The Queen and suite paid us a visit, under a salute of 17 guns. We shall not pretend to give any opinion as to how or whence these islands were first peopled. We sailed from Papeite on the 27th of December, and were extremely fortunate in getting the north-east wind. We passed between Emio and Tahite. The breeze continued pretty steady about north-east till the 30th December, when we got it from the westward.\* On the 3rd of January, 1837, in lat.  $22^{\circ}$  south, the wind shifted to south-east; on the 4th, in lat.  $27^{\circ}$ , it came round to the northward, and remained in that quarter till we sighted Pitcairn's Island, which we did on the 10th, but it blew strong, and about two o'clock the next day two canoes came off. We should here observe, that on the 3rd of January we saw three islands, which, though previously informed of their existence, and that very accurately, were not mentioned in any chart or publication with which we were conversant. They were, therefore, named "Actæon's Group" eastern, in lat.  $21^{\circ} 28'$  south long.  $136^{\circ} 24'$  west, we named "Melbourne"—centre one, lat.  $21^{\circ} 22'$  south, long.  $132^{\circ} 22'$  west, "Minto." The western, in lat.  $21^{\circ} 19'$  south, long.  $156^{\circ} 37'$  west, we named "Bedford Island." As soon as the canoes came off from Pitcairn's Island, learning that the surf was too heavy for boats to land, we stood off and on for the night. All the natives who visited us were delighted at our arrival, which, from the information we received from them, was not before we were wanted.

On the following morning, the wind and sea having subsided, we stood in for the island, and hove-to close off the village in Bounty Bay. We hoisted out the cutter, and sent her on shore with part of the stores we had on board for the island; but even now the surf was too heavy for the boat to land. She was obliged to anchor outside, and discharged her cargo into small canoes which came out to her for the purpose. We found the island, as regards society, in a very disturbed state; and its inhabitants were most eager for our Captain to go on shore, and settle their disputes; and he was, fortunately, soon enabled to effect a landing. He was received on the beach by, and forthwith held a meeting with, all the people. He proceeded to investigate their numerous grievances, the chief and origin of which was a man named Hill—a fellow half mad at least; for, on first coming amongst them, he assumed titles, and made these truly good and artless people

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\* On the 29th we saw the island of St. Paul's, and on the 30th St. Margaret's, together with the Gloucester group.



believe that he had been sent out by the British Government as their Governor! Not contented with the kindness and hospitality which were shown him, he proceeded to make laws, forsooth, of the most stupid and arbitrary kind, and in many instances treated with great cruelty those by whom he had been so well received. However, the Captain settled everything to their entire satisfaction. Mr. Governor Hill has now no power over them; their old teachers are restored, and peace and happiness are re-established. We are happy in being enabled to state that these poor islanders, though sprung from men guilty of atrocious deeds, are the most contented, good-natured, moral, and religious people we ever beheld. Their habitations are clean and comfortable, and everything around them betokens industry and frugality. They are a fine, handsome, masculine race, rather exceeding the middle stature, with a good expression of countenance. There were ninety inhabitants, of whom fifteen were men, the rest women and children. Their principal food consists of fish and vegetables, although they have plenty of pigs and goats. The soil of this island is rich and fertile, and produces, in perfection, everything which is to be found on any of the other islands.

We should not omit to mention, that the good people appeared to feel highly grateful for all the kindness shown towards them by England. We remained off and on, forty-eight hours, when, having arranged all their misunderstandings, and laid in a plentiful supply of game, sweet potatoes, and other vegetables, which they gave in exchange for shirts, trousers, knives, scissors, &c. &c., we made sail, with the wind from the eastward, for Valparaiso, where we soon arrived, after a passage which afforded no fresh incident particularly worthy of record.

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#### NARRATIVE OF THE LATE CARLIST EXPEDITION FROM THE PROVINCES.

BY AN EX-CARLIST OFFICER.

##### No. I.

THE trifling result produced by the defeat of the British Legion before Hernani on the 16th of March, at last opened the eyes of the Carlist Chiefs to the injudicious course they had up to that moment pursued, in so obstinately defending the entrance to the Basque Provinces; thus placing the theatre of war on the most unfavourable ground for them in the whole Peninsula, and choosing for arena a spot where all the advantages of sea communication, naval co-operation, and a formidable artillery told fearfully against them, and where the walls of St. Sebastian and the thunders of the British Navy played the part of the Homeric Venus towards the vanquished Paris, and snatched from the sturdy mountaineers the fruits of hard-earned victory. That a system so contrary to the precepts and example of Zumalacarregui, the only remarkable character and distinguished soldier that forty years of war, revolution, and turmoil have produced in Spain, should have been followed by the several Chiefs who successively commanded the Carlist forces after his death, is only to be accounted for from a consciousness

of insignificance, and a corresponding want of confidence on the part of the insurgent troops and population, and of an unwarlike Court, whose proximity to the scene of action exercised as baneful an influence over the fortunes of the war, as the distance at which the Aulic Councils of Austria were held from head-quarters did over the operations of her armies.

Since Zumalacarregui, no Commander-in-Chief has enjoyed sufficient reputation or popularity to be able to afford to risk a reverse, or the effect which the ravage of an invading column would have produced on the inhabitants or on the Court, which often, during one day's action, as messengers arrived with accounts of its varying phases, had repeatedly canvassed the disgrace or advancement of the General commanding, according as his force was alternately repulsed or successful. It is well known that the Chief to whom we have alluded not only allowed the Christiano columns to enter, but actually enticed them into the very heart of Navarre and Guipuscoa, whence, in a few weeks or days, a shattered, spiritless remnant of their host hurried as from fatal ground where the spell of ill-fortune was upon them, where their most successful attempts at occupying the country were limited to the occupation of a line of road which soon proved untenable, and never impeded the operations of their adversary, and where hunger, fatigue, and an untiring enemy, who, beaten or victorious, never ceased from harassing and attacking, was sure, in a brief space of time, to have reduced them to a skeleton of their former strength, when, indeed, they could escape utter annihilation.

As Napoleon was the first who taught the modern world the extent to which fertile countries may be made to furnish resources, and how their strength may be gathered up, Zumalacarregui understood and turned to account, in a manner which had never before been done, the natural difficulties of the country and the strong sympathies of the population, and proved how truly formidable that feeling may become when enlisted beneath the guidance of a genius like his own. His successors, however, were men whose chief anxiety was to shift for the day; and, therefore, with the exception of a few experimental expeditions, which were detached unsupported by each, and with the vaguest orders, during nearly two years contented themselves with keeping the enemy at a distance and defending the entrance to the provinces, as the safest and simplest plan, instead of playing the bold game which their predecessor had begun, by which, with the good fortune they met with, and the lives sacrificed in their useless defence, it might probably over and over again have been won.

With regard to the influence another system would have exercised over the fate of the Legion, at least, it must be obvious to every military man, that one disorderly retreat like that from the first reconnaissance near Hernani, or one panic like that of the 16th of March, had they taken place in the heart of a hostile country, instead of little more than a shell's range from a friendly fort, would more effectually have broken it up than so many months of mismanagement in its administration, and of determined opposition from the Carlists.

At last, however, the Carlist Generals saw their error, and found that a defensive mode of warfare was little calculated to further the interests of their party; and even the Basque Chiefs, after the affair of the 16th,

resolved to assume the offensive, and carry the war into another part of Spain, since Don Carlos had determined, if it could be prevented, not to let the interior of the Basque Provinces be again visited by its horrors; otherwise, in pursuance of an opinion often expressed by Zumalacarragui, "that it was a field wide enough for Spain to be lost or won in," they would have preferred to have waged it on his system. It was decided that Don Carlos in person, at the head of a considerable force, should cross the Ebro and march directly on the capital, whenever the strong force of Espartero on the Ebro could be either so embarrassed or drawn northward as to give the Carlist column some days the start.

To effect this object the Infant Don Sebastian (who was nominally Commander-in-Chief, although Moreno, Villareal, and Elio in reality directed operations) concentrated his forces in the direction of St. Sebastian, threatening the Anglo-Christine lines, until Espartero with his army came up from the banks of the Ebro, which he thus left unguarded, in the hopes of obtaining possession of what proved a very unimportant place, by bringing nearly all the Queen's forces to bear upon it. As soon as it was found that he had embarked his troops at Castro, and led them to St. Sebastian, on the banks of the Ybaizabal, the Carlists, evacuating Hernani and its dependencies, commenced their march. In Irun and Fontarabia small garrisons indeed were left, with the intention of detaining and deceiving the enemy as to the real projects of the Carlists. It was of course supposed that Evans kept up sufficient *espionage* in the country to be immediately acquainted with so important a movement as the evacuation of the long-contested line, and that he would not for a moment hesitate advancing to take possession of it.

Under this impression orders were sent to Zorroa, the Governor of the former town, to defend it at all hazard for forty-eight hours, although the wisdom of purchasing two days' more delay at the expense of nearly 1000 men, to which the two garrisons amounted, appears to us very questionable, particularly when twelve or fourteen were already gained, as will be seen when it is recollected that Espartero could only follow any Carlist force which might sally from the provinces, by returning the circuitous road he came, and that any attempt to penetrate across the province in pursuit of them, even if attended by the utmost success, would leave his army too much weakened to be available. It was, however, only the third day that Evans took possession of Hernani, and advanced against Irun, which Zorroa still continued to garrison, although when the first forty-eight hours had elapsed one would imagine that common sense would have dictated to him to abandon it. With a singular obtuseness of perception he obeyed, however, the letter, instead of the obvious spirit of his instructions, and determined to hold out against the enemy, come when he might, for eight-and-forty hours if he could.

Meanwhile an army of 12,000 foot and 1200 horse, all picked troops, with two batteries of field artillery, had been assembled in the environs of Estella. It was intended that they should cross the Ebro by a bridge thrown across it, the river being at that early period not yet fordable—a dash was to be made on the capital, Don Carlos in person accompanying the expedition. A second army, under Zariategui, was disposed to follow on the rear of Espartero, as soon as he could bring

round his forces from the north, to pursue the royal division. Of the first expedition Moreno, as chief of the staff, took in reality the sole and absolute direction. His army, which was newly dressed and equipped, full of enthusiasm, and altogether in admirable condition, had been divided into four equal brigades; which, from the battalions of which they were composed, were named the Navarese, commanded by Pablo Sanz; the Alavese, commanded by Sopelana; the Castilian, by Don Basilio Garcia; and the Arragonese, by Guilez. Villareal, Simon de la Torre, and Zavala, followed in the capacity of Aides-de-camp, to Don Sebastian or Don Carlos.

The King himself, with about sixty individuals of his Court; the Inspector of Infantry, General Cabanas; and of the Cavalry, the Count del Prado, marched between the first and second brigades of the army.

At the eleventh hour after the march was begun, it was discovered that the bridge made to cross the Ebro was not sufficiently long. As the construction of it had been left to a common carpenter, instead of to engineer officers, who, although not numerous, might still have been found, this was not very surprising, but produced the most important results on the fate of the campaign. As it would not do to lead troops flushed with the expectation of invading the enemy's territory back upon their own, or to tarry in the Ribera of the Ebro, where an imposing force of cavalry could quickly be gathered against them if any delay took place in crossing it, it was determined to pass over the Arga, or Arragona, into Arragon. The bridge was found just sufficiently long to cross this river, although intended for one full half as wide again; but, as soon as all the infantry had passed over it, it was said that it would not bear the artillery, and, without risking one piece to try the experiment, it was all sent back, and the army proceeded without it.

To this circumstance, and the want of some kind of commissariat, the ultimate failure of the expedition may be mainly attributed. The enemy soon found out this want of cannon, and annoyed the Carlist column from a distance, whilst hunger performed what his sword would probably have never done without its aid, and broke the spirit and destroyed the subordination—the vital principle of organized force.

The object of the Carlists was now to endeavour to cross the Ebro in Arragon; or, if that was found difficult or dangerous, to proceed to Catalonia, and effect a junction with the insurgent Catalans, to enable them to force a passage towards its mouth. The whole of Upper Arragon was supposed to be hostile to Don Carlos, but he was everywhere received, not only without opposition, but with a semblance of welcome. One of the first acts of the cavalry, who, by the injudicious zeal of their inspector, had been, when equipped at Estella, furnished with leather stocks, was, in spite of the remonstrance of their officers, to leap from their horses the first flocks they met, and attach them to the necks of the sheep. The hatred of the Spanish peasantry in general, and of the Basques in particular, to any confinement about the neck, being so great as often to have influenced them in the choice of party during the civil war.

The march was otherwise conducted with the greatest order and regularity, and the city of Huesca entered without the slightest opposition.

Iribarren, the Christiano General commanding on the Ebro, one of the Queen's most able and gallant officers, was not during this time

idle ; but collecting 15,000 men, including 2000 horse, and a numerous artillery, as soon as he learned that the King had entered Arragon, pursued him with the greatest activity, always marching betwixt him and the Ebro, till he overtook him in the last-mentioned city. Little attention as, indeed, during the whole of this campaign, had been paid by the Carlists towards so vital a point as acquiring proper intelligence of the movements of the enemy, and although Huesca is situated in the midst of a large plain, they allowed themselves to be so completely surprised that a shell falling on the market-place was the first intelligence received within of the approach of a hostile force. Unless for the fortunate circumstance of one battalion being still stationed without the town, their arms *en fuisceau*, awaiting the order to lodge themselves in the place, the cavalry of Irribarren's advanced guard would have charged into the town. Crowded as the streets were with soldiers, hurrying to their billets, and muleteers with their baggage-mules, the army would have been inevitably destroyed but for the timely resistance offered by the battalion to which we have alluded, which, profiting by some broken ground, immediately sent out half its companies as skirmishers, and took possession of a gentle eminence, whence it opened so brisk a fire as to cause the Christino vanguard at once to pause, whilst within the town the alarm was given, and the Carlist soldiers, without any orders, immediately rushed out by the different gates. Yet, under these unfavourable circumstances, although the greatest confusion prevailed, they fortunately kept together by battalions—and the Colonels of these being, in general, the most intelligent class of officers, they immediately formed their men, and quickly led them round the town, taking up their positions on the south-western side in a manner which, considering that they were acting entirely at their own discretion, did great credit to their judgment.

Colonel Reyna, Secretary to the Inspector of Cavalry, whose gallantry afterwards mainly contributed to the success of the action, prevented much disorder by leading nearly all the cavalry out on the opposite side to the one on which the enemy was advancing, and bringing them rapidly round. Irribarren commenced his attack with the greatest vigour all along the Carlist line, but met with a determined resistance ; and, notwithstanding the heavy fire of his artillery, in a very short time the assailed, who were full of enthusiasm, drove his columns from the broken ground round the city, on which they had made the first stand, and simultaneously advanced on to that which was more level. Here they were exposed to the action of the enemy's numerous and well-appointed cavalry, but were gallantly supported by their own, which at last, chiefly owing to the gallantry of Tomas Reyna and Manuel Lucas, who commanded a squadron of picked men, were driven back. Irribarren himself, who endeavoured to rally his broken horse, was mortally wounded by the thrust of a lance, and died shortly after ; Leon Iriarte, the Commander of his Cavalry, was killed on the field ; and, with the exception of a reserve of cavalry which in good order endeavoured to carry off the artillery, the Christino forces were, after a few hours, utterly dispersed and routed. The Carlist officers, however, who during the time the fight lasted had received no orders, knowing nothing of what was going on around them, and having kept their respective corps admirably in hand, unfortunately succeeded in preventing a pursuit, which must have occasioned the total destruction

of Irribarren's army, and, perhaps, allowed the victors to enter Zarra-gossa with the vanquished, who retired into that city.

This action, in which the Carlists lost 800, and the Christinos 186 killed and wounded, was one of the most remarkable during the civil war, from the fact of the Carlist troops having fought without receiving a single order from their Generals during the day, and reflects as much honour on the former, as censure on the want of vigilance and presence of mind of the latter. This circumstance may, however, suffice to warrant the belief that, if properly led, the force that left the provinces was not, perhaps, inadequate to decide the fate of the contest.

Amongst the numerous acts of individual gallantry, the charge headed by Reyna, of a feeble squadron of lancers against one of Christino cuirassiers of the guard, deserves to be recorded. The imposing aspect of these steel-clad horsemen had dismayed several of the squadrons of the Royalists, until Reyna, seeing the danger, put himself at the head of one of them, and advanced resolutely to charge them. The calm demeanour of the enemy alarmed his cavaliers, and they all stopped short at an intervening ditch, deaf to his remonstrances, whilst a serjeant-major of the adverse squadron, crossing his lance,\* challenged any one to advance. Reyna, without hesitation, leaped his horse over the ditch, and, parrying the thrust of his spear, stretched him at his feet. Fired with the example, his men immediately charged, and cut the cuirassiers to pieces: encumbered with their armour and their lances, the light and active Navarese dragged them from their horses, and trampled them under foot.

The most desperate struggle, however, during the day, took place between the French Foreign Legion, 1500 strong, and the French Foreign Legion of Don Carlos, 400 in number, formed entirely of deserters from their ranks. No quarter, of course, was expected on either side; and the fury of the adverse parties was so great that, in this action and the subsequent one of Barbastro, where, strangely enough, they again met, they mutually destroyed each other—ceasing entirely to exist as corps.

Three Carlist Colonels were killed in this affair; and amongst the foreigners, Captain Rubichon, and the Barons Rappart and Pleissen.

Instead of taking a decided part after this success, either by attempting to cross the Ebro, or marching on immediately to Catalonia, the Carlists remained inactively at Huesca for several days before they marched on, thus giving the Christinos—who, undismayed by the defeat and death of Irribarren, exerted themselves with prodigious activity—time to collect fresh forces to bring against them.

Irribarren was an irretrievable loss to the Queen's cause, being the most promising of her Generals. He had commanded a battalion under Ferdinand as Lieutenant-Colonel; and he, Zumalacarrégui, and Urbistondo, enjoyed the reputation of being the best tacticians and administrators in the army. A sort of rivalry is even said to have existed between these officers, two of whom have fallen so gloriously in the contest, as to the appearance which their respective corps presented.

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\* All the Spanish cavalry, both light and heavy, are now armed with lances when they take the field.

## A SPREE ON SHORE.

BY CAPTAIN CHAMBERLAIN, R.N.

"HURRAH!" said Weazel, as he entered the Midshipman-berth, and hung up his hat on one of the many pegs which in times past were fastened round a Midshipman's berth; "hurrah, my lads! the wind is fair—the land's in sight—the Mount's Bay fishermen are cruising about. We have prize-money in our pockets, and plenty in perspective—short allowance now, a glorious blow-out to-morrow!"

"Hurrah!" was responded by all.

"I'll get a letter written," said Dobson, "all ready to go by the first post."

"I'll take a glass of grog," said Harrison, "instead of writing."

"And if no particular offence," said Weazel, as he snatched the pen from Dobson, and marked the ink across his cheek, "I'll just join you in that same, and give, as a toast, Success to the Pomone, and hurrah for a spree on shore!"

"That's most particularly in accordance with my feelings," said Harrison. "I have not had a regular spree on shore since the last time we were at Malta, and then I very narrowly escaped a stiletto, and had to bury one of my shipmates the next day, who was not quite so fortunate as myself; but, thank God! in England we have not taken to the knife as yet. If we do get pommelled, it does us no great harm, and if we get clapped in the watch-house, or paraded before the Mayor, what's the odds, so long as we are happy? Ah, I feel the breeze now! The saucy Pomone heels over, and the water whizzes by the scuffle like the row of a rocket. To-morrow we shall be at anchor in the Sound; and before we get underweigh again, if I don't miscalculate past events, Plymouth Fair will take place. What do you say, Weazel, are you up to spree at the fair?"

"Will a duck swim?" said Weazel, "as the old nurse said to the little children when she bobbed their heads under the water. I'll dance a jig with the clown on the front of the booth, and shuffle and cut like the boatswain's mate fanning the last man up the hatchway."

"I say, Dobson," said Harrison, "what are you about?"

"Writing to my sister, to be sure."

"All right," said Weazel; "remember me to her, and tell her, if she particularly desires it, and comes to Plymouth Fair, I'll give her a kiss, and a penny to buy lollipops, as the maid said to the young gentleman who had just come back to school, and brought her a present concealed in his jacket pocket."

"My sister," said Dobson, "will kiss somebody, I hope, a little higher in life than a superannuated Midshipman."

"Meat for my betters, as the butcher's dog said when he clapped his nose in the tray and walked off with a mutton chop. Tell her, Dobby, it's not every girl as ugly as her brother who can get a Midshipman."

"Or who wishes to kiss such a poverty-struck fellow as yourself."

"Take that!" replied Weazel, giving Dobson a most audible slap on the face, "as the old woman said when she threw some water over the cat, when puss had got its whiskers in the cream-jug."

"Ditto," said Dobson, as he returned the compliment.

"Side out for a bend," said Harrison; "clear away the table—shut the door—and we'll have as pretty a single action as any two frigates in the Channel. Boy, bring a black jack of water."

"And a little grog," interrupted Weazel, "as the boatswain said when the steward brought him a finger-glass to wash out his headrails."

"Come, Dobson, my boy," continued Harrison, "here's Williams will back you up, and I'll attend upon Weazel."

"As the executioner said to the culprit as he clapped the yard-rope round his neck," interrupted Weazel.

"We must have the Captain's clerk," said Williams, "to take notes of the action. Here, Quill, put yourself in that corner. Get paper and ink, a chronometer, and a spy-glass, and take a regular account of this fight."

"Are you ready, Dobson?" as the officer said when he spoke to the file of soldiers going to fire at a condemned man."

"All ready," said Dobson.

"Then here's at you, as the schoolboy said to his master's geese a week before the holidays."

It happened that we were very intimate with Quill, and we obtained from him the notes of the action taken at the moment, which we have much satisfaction in giving to the public, as we are not aware that anything similar has yet been distributed for the benefit of science, or for the edification of the pugilist.

"At 4:10 P.M. both ships cleared for action; the Weazel reduced to all but her lower sails, whilst the Dobson, fearing the weather would be worse, was almost under bare poles. Both vessels kept steerage-way upon them; but as the wind was all about the decks, as the marines say in calm weather, there was little manœuvring, with the exception of backing and filling, and bracing the yards about. At 4:15, the Weazel having ranged close under the bows of the Dobson, fired both of her long bow-chasers, which lodged in the figure-head of the Dobson, knocked away two of her headrails, and set the fore-castle-men to work to wring swabs in order to clear away the blood. It was evident the Dobson was quite taken aback by this well-delivered fire; but she boxed off, and as she fell off on the starboard tack delivered her broadside, which reached the chest-tree of her adversary, and seemed to take the breeze out of her sails, for it stopped her way dead short, set the Captain puffing and blowing like a Grampus in a calm, and made him whistle for wind like an anxious seaman in chase of an enemy."

"The Dobson, on perceiving the advantage she had gained from this discharge, followed it up by wearing short round and delivering her larboard broadside about a foot above the water-line, some of the shots taking effect between wind and water, and which set the carpenters to work at the pumps, for the water actually ran out at the eyes of the ship. A considerable confusion now prevailed, but the Weazel, although damaged, seemed still to keep under better command than her adversary, who, rather disfigured from the mauling of her figure-head, seemed to steer wild and fire at random. It was now that the Weazel resolved to come to close quarters, and if possible finish the action by boarding. She therefore shot a little ahead, then backed her main-topsail; but suddenly she filled, dropped her courses, ran her jib up, and made all sail. The ship started to her canvases, and being well steered, succeeded



in running the Dobson on board, the bow of the Weazel coming in contact with the crane-neck of the Dobson. The starboard foreyard-arm of the former ship caught in the head-gear of the latter, which brought the bow of the Dobson under the fore-channels of the Weazel, where she was lashed and secured, the crew of the Weazel giving three cheers, and pouring in a most destructive fire, raking the enemy fore and aft, and getting in return only some very ill-directed shot, owing to the very Chancery-like position into which the enemy had fallen. It was quite in vain that every exertion to free the ship from the perilous position was used. She endeavoured to make a stern-board, and came round on her heel; but the lashings were secure, and only grew tighter the more the strain became severe. At last, after reeling from the effects of the raking shots, the Dobson received a heavy broadside between wind and water, and went down stern foremost."

"Your'e done, as the cook said to the fish when she capsized the frying-pan!" ejaculated Weazel; "and now hurrah on deck, for there's hands, reef topsails!"

The following morning saw the Pomone at anchor in the Sound. The fight of the preceding evening had not left any marks of displeasure, saving a few bumps upon the figure-head of poor Dobson, who was but badly matched against so superior a force as Weazel. Each ship now understood her station, and no further quarrelling was likely to occur; indeed, the sight of Plymouth operated like a charm to soothe all grievances. The parties again and again shook hands, and Weazel, by way of asserting his right to be senior officer, asked Dobson, Harrison, and Williams, to have an oyster supper, after the Plymouth Fair, go to the theatre, and have a regular spree—all expenses to be paid by Weazel, who, like all Midshipmen, had the most sovereign contempt for money, and regarded it of no use excepting to forward some scheme of pleasure, or assist some poverty-struck seaman to bowse up the jibstay of sorrow until he stranded the rope, and get a fresh yarn of life to twist up into drunkenness.

"Let's ask leave to-night," said Williams.

"That will never do," said Harrison; "the cable is hardly bitted and stoppered, and being in such a hurry, will not forward our claim; let us wait a night or two, find out when the fair takes place, and then I'll lead the van, and bow the liberty-list."

"Agreed," said Weazel; "and in the mean time we will carry on the war down below, and have a glorious jollification as the cruise is over, the ship moored, the weather fine, the Captain on shore, and the officer of the watch to be found, like a watchman, in his crib."

Three days after the arrival of the ship was duly announced as the first day of the fair; and by eleven o'clock in the forenoon the four young gentlemen before-named were seen, having landed at Plymouth Dock, very near a Jew's-shop, and made purchase of some shore-going gear, in order to carry on their fun without being known; but it is no use disguising a seaman even by top-boots, without you can clap a muzzle-bag on him; and this was finely exemplified about an hour after these worthies had dressed themselves, and had hired two gigs to convey them to the fair.

At the first turnpike there was a considerable confusion of carriages, and although no man on board the Pomone could have steered

her gig better than Weazel, yet the steering of a gig on wheels, with a horse under the bows, is quite another affair. Weazel was enveloped in a white topping coat with a prodigious cape; he squared his elbows in a most coachmanlike manner, and, saving his holding one rein in each hand, and having stuck the whip between his knees, he looked uncommonly flash, and might have defied a French policeman to have discovered his calling. The horse, not much accustomed to harness, had gone gingerly enough as long as it was allowed to trot out to the full extent of his legs, but directly it was pulled short up at the gate, it seemed like a tennis ball, inclined to fly backwards as fast as it had flown forward; a crack of the whip, which would have made an alligator, with Waterton on its back, take a five-barred gate, gave the animal a little head way, and running its nose against the stern of a butcher's cart, he backed again, and showed evident symptoms of running foul of a cart astern.

"That gemman's got a spirited hanimal," said the butcher, "but he drives like a colt-breaker."

Smash came the cart against the gig, "Hilloa! you lubberly scoundrel," said Weazel, "you've run your bumpkin smack into the starboard quarter of my craft; why don't you port your helm, and pay off on the other tack?"

"A sailor adrift," roared the pikeman.

"Where—where?" asked Dobson.

"That man sitting by your side, I'll swear my Bible hoath is a sailor, and no mistake."

"There's no doubt of that," replied Dobson; "do you suppose, you shore-going spooney, that because we've disguised the craft a little we are the worse sailors for that? Out of the way, you butcher, or I'm blessed if we don't poop you."

The butcher looked over his shoulder, and making a most significant sign by placing his thumb against his nose, and elongating his fingers, made the signal more intelligible by adding in a low voice—"Gammon."

By this time about four or five other vehicles had arrived. The man in the cart behind had kept his horse well up upon the quarter of Weazel's gig—the butcher ahead had just begun to advance, when Weazel's valour getting the better of his discretion, he slapped the cart across the face with his whip—gave the same stimulant to his horse—dashed through the gate, and showed symptoms of dislodging the butcher; to obviate this, the knight of the cleaver set out his smart trotting horse (it is quite marvellous what magnificent teachers of steps these butchers are), and shot ahead of Neptune's charioteer.

"Here's try rate of sailing with you, my gallant fellow," said Weazel. Smack went the whip—the reins were slackened—the animal started into a gallop, occasionally forgetting that its hind legs were elevated rather too high to freshen speed.

"My eye," said Dobson, "how it fires its stern chasers!—clap a little more sail upon the craft; that butcher is forging ahead, and will laugh at us; I'm blessed if he has not hung his whip over his stern as a tow-rope!"

"Alter the trim, Dobson, my boy—bring the craft down by the stern a little more—that's your sort; now we gain upon her, hurrah! and we'll be alongside directly."

The other gig, which was under the command of Harrison, was likewise going on at a swinging pace, having succeeded in clearing the gate and the cart, or only having slightly grazed both. Harrison followed the motion of the Commodore, and administered the lash with unsparing hand, whilst Weazel and Dobson having retreated their legs, and sat upon the very back edge of the gig, endeavoured to keep ahead of their messmates, and run alongside of the butcher. The boys and girls, men and women, dogs and donkeys, kept close to the hedge side to avoid the threatened death; and as the gig flew by, the horse kicking, the drivers shouting, a loud cheer and hurrah followed their flying course. No man enjoyed the fun more than the butcher; his generous horse had never broken out of a trot, and still kept ahead of the galloping seamen, although he lost ground. The rattle of the cart made the noise the louder, and a scene of some confusion was anticipated in consequence of a covered waggon, full of blooming faces and laughing lasses, having just hove in sight ahead, and which from its slow advance must shortly be passed.

"Now for it," said Weazel, "we have got the butcher into a bother, and please the pigs we'll carry him to the fair on his own tray, if I can only manage to make that waggon a lee-shore for him, and force him on board of it; we'll pick up the pieces, and stow the cargo of the cart with the women in the waggon."

The butcher, who saw that Weazel and himself would reach the waggon at the same time, took the liberty of crossing the road and obstructing the advance of his pursuer; he then increased his speed, and with Jehu-like precision passed the broad wheels without damage. The girls, excited at the novel sight of two young men sitting on the back of a gig, lashing at the horse, and leaning forward as if to assist the animal in its labour, began shouting and calling, but one young lady, who seemed to know the party under attraction, took off her red shawl, and waving it close before the eyes of the panting animal, roared out—"Well done, reefers!"

Whatever might have been the ending of the sentence already began no one heard—the horse, frightened at the shawl, shied away from the road, made bolt for the ditch, capsized the gig, leaving Weazel and Dobson as hedge stakes there; they were like robins in a bush, chaunting on a thorn; whilst the animal, rendered furious from the accident, began to liberate itself from the embarrassment of harness by kicking the gig to pieces, and, having succeeded to the utmost of its wishes, started off at full gallop with the shafts alone dangling after it. There was a roar of laughter from the waggon which Weazel could but ill brook—the girls giggled with delight, whilst Dobson, none the easier for his bad of thorns, roared out and declared a seat on a bundle of boarding pikes preferable to his present uneasy situation. The butcher waved his hat, shook his whip, and his long trotting horse, as if conscious that all opposition was over, slackened its pace, and went steadily along the road to its destination.

"I'll pay you off for that," said Weazel, as he tumbled out of the hedge, and set seriously to work to rid himself of some of his stern-chasers, and which propelled him forwards the more they recoiled. Dobson very quietly cursed the cleaver, and joined Weazel in his resolve to have revenge. In the mean time Harrison and Williams had now

come up alongside of the wreck and shipped the crew, and thus, four in a gig, they went slowly and gingerly along the road, passing the waggon, and ultimately arriving safe at the fair.

"I've two people here," said Weazel, "in my debt, that before twelve o'clock this evening shall be quite aware that I, like my namesake, am not to be caught asleep."

The fun and frolic of the fair was now at its height—here roared a clown on a stage—there bellowed a ballad singer; here might be seen the wonderful giantess from Patagonia, who was obliged to have a funnel built for her head during her passage to England; for fear it should be damaged by knocking against the main top in a gale of wind. There was the greatest of all wonders—a Bicephalus child, with Napoleon Buonaparte, Emperor of the French, quite legible in her four eyes. Here was a dwarf so small that it was kept under a pint tumbler; and there might be seen forty wax figures that danced to regular music, performed by wax gentlemen, who lit the room from wicks coming out like hair from the head; whilst an Automaton Conjurer went through as many tricks as the most expert master of the art of legerdemain.

"There goes the butcher," said Dobson, "into the wax ball; he's greasy enough to burn himself; can't we shove him against one of the figures, and leave him in pawn until he pays for it?"

"No, no," said Weazel; "I'll take the shine out of him to-night; I know his name, and where he lives. Let him have his fun now; when he's asleep I shall be awake."

"Very well," said Dobson; "he shall get his due to-night; but in the mean time I shall see what I can do." And away he went, and whispered to a juggler who had got a large ring made for the exhibition of his talent. The conjurer stopped, listened attentively, as much to the whisper as to the chink of the dollars, and casting his eye round, seemed at a loss to discover the object.

"Keep your eye upon me, said Dobson; "I'll point him out when he comes out of the wax-work; fire away now, old boy, and only keep your optics in this direction."

It was soon after this that the good-natured butcher, who had been guilty of no possible sin but showing off the beauty of his animal, came out of the wax-work, his mouth and eyes wide open, with astonishment. Seeing some balls flying in the air, and remarking the large circle of people who witnessed the various feats, he soon pushed through the ring, and came close alongside of Dobson, who seemed to have estimated the character of his victim. The butcher was quite enraptured at the scene; the conjurer soon marked him down, and his accomplice was seen by Dobson pushing up close behind the right person: shortly afterwards the conjurer commenced a new trick, and he looked round for somebody with a large mouth—accustomed, as he said, to bolt his meat. "Ah, butcher," said he, "you are my man. Now, gentlemen," said he, "here are a set of puffs which those wax-work gentlemen have been circulating to this respectable community, and I will venture to affirm that you shall be the best judges of the truth, if I can persuade my friend here to swallow them. Now, gentlemen, remark, I take these puffs, which I say are conspicuous falsehoods, and I make them into a ball. Now, butcher, open your mouth as wide as you can;—there, that's it. Come here, Jack," he continued, to his confederate;

"hold the gentleman by the back of the neck for fear he should choke. Now, gentlemen, here it goes;—one, two, three—there—balls gone,—mouth is shut; leave him to digest the matter, and mark my words—he will give a correct judgment. Here, sir, stand on this chair. Jack, pull the gentleman's apron down, for fear the ladies should blush at his top boots. Now, sir, what do you think of it?" "Can't say," answered the butcher, as he stood looking round, when on a sudden off he jumped from the chair,—about eight crackers began to burst from his inexpressibles, whilst a couple of squibs ignited, to the astonishment of the poor fellow, who kept turning and twisting about like a dog after its tail.

"There, gentlemen," said the conjurer; "I told you my friend would give a true account of these papers;—what are they but squibs and crackers?" The butcher, at the shout of ridicule, crept out of the crowd—every one making way for the gentleman, who, like a comet, made a very eccentric motion, his fiery tail being the most attractive part about him.

"Bravo, old boy," said Dobson, as he shook hands with the conjurer. "Bravo, Dobson," said Weazel; "that not a bad wind up for our first act of the spree on shore. I must go," said Weazel, "and find out the young lady who was so good as to hoist her ensign right in the face of our horse. I'll have a penn'oth of hops, as the man said when he proposed to brew seven gallons of strong ale; and if I can only make the lady like me, I can take my time to work my revenge."

"Why, there she goes," said Dobson, "with a child in her arms."

"That's bad," said Weazel; "if she is the mother, the child shall preserve her. I thought she was one of those light craft who occasionally sail down North corner—steering wild, and running on board of all craft; but if the woman's an honest woman, and that's her child, I'll leave my revenge to her husband, who is sure to beat her on her return home."

"Let's go to the booth there, and do a little dance," proposed Dobson.

"Just so," said Weazel; "we have all seen enough of clowns and conjurers,—a little music and a glass of grog, are such good things, that if the song is true, none but sailors and their ladies are to have them in the next world."

The inside of the booth was not entirely devoted to warming the feet; at the entrance there were a few tables, at which some men with cunning eyes pretended to drink, though, in reality, they rather watched those who drank to intoxication; they were comparatively well dressed, and marked our heroes who roared out for glasses of half-and-half, with a pound of cheese and a loaf of bread, to make pig ballast.

"I think those are flats," said one to the other,—“all of them sailors turned adrift for a lark—concealed, as they think, under white coats, whilst their tongues betray them more than their uniforms, if they wore them outside of the toppers."

"Some from the frigate," said another, "which anchored in the Sound a few days ago,—more dollars than discretion; let them swallow the poison, it's time enough for us to move when they want support."

The four young men soon selected partners from a number of young lasses. Some were country girls who had long looked forward for this day of pleasure, whilst others, who came with the most wicked intent.

tions of decoying into misery the innocent creatures who felt a moment's joy in being relieved from their daily drudgery, mingled in the throng, endeavouring to make new acquaintances. The fiddlers scraped their miserable cat-gut, producing airs best known in Plymouth, whilst the dancers stamped and shouted as they kept time. Dobson had a lively romp for a partner, whilst Weazel had taken the girl whose indiscretion had placed him on a bed of thorns,—even his mischievous intentions were foregone,—when he heard that this poor girl was one of those many victims who had been allured from the very spot where she now danced—had been ruined and deserted. Great was the riot and the romping, and, consequently, great was the thirst engendered: there was no lack of liquor; the innocent girl and the hardened sinner drank from the same goblet; the purest modesty and the highest levity sipped from the same glass. It was in reality the wolf and the lamb.

Although at the time of which we now write, it was not reckoned a mortal sin to relieve oneself of the load of life, by forgetting all sorrow, yet the day was too young for our heroes to drown themselves in oblivion, and they were preparing to start for another booth when they were accosted by one of the men who had watched their first entrance into the place. "Hot work dancing, sir," said the man to Dobson; "this little partner of mine says she never saw a young man dance so well as yourself; perhaps you will join me in drinking her health?"

"Well said," cried Weazel; "we are nearly dry; but we will have another glass: she's a charming little creature, with her cheeks as red as a soldier's coat, and her little eyes sparkle like cat's in a dark corner. Here's to you, little romp, and take care no one whispers in your ear that you are a beauty, and that he loves you; you girls are always ready to believe that, if you are as ugly as the figure-head on a Dutchman's rudder; but when you are pretty, and know it, as *you* do, then there is more danger in the words than you ought to listen to."

"Well," said the stranger, "I would give a trifle to have your tongue; every girl in the fair would be in love with the man who conveys a moral and advice in the same sentence. Here's to you, sir; pray take a sip out of my glass."

"Thank you," said Weazel; "but every man out of his own allowance; we won't deprive you of any of yours, having so much of our own."

"I meant no offence," said the man; "but perhaps you gentlemen are too proud to drink out of my glass."

"Pride be d—d!" said Harrison; "can't a man drink the girl's health without clapping his beak in your tumbler? I wonder how you came to clap in your oar where there is no rowlock."

"I think," said the stranger, "by way of a contrast, if handsome words were to come out of your ugly lips, perhaps they might save your ears a pull."

No volcano ever burst forth with greater violence than did the anger of the Midshipmen of his Majesty's ship *Pomone*: the man had gained his end, which was, by any means, to promote a scuffle: it would have answered his intentions better to have gradually led the party into intoxication; but overhearing that they intended to depart to see all the sights and then get back to Plymouth, the stranger seized

the first opportunity to be insolent, and to force on a quarrel, which might end in a glorious scuffle.

"Side-out for a bend, lads," said all four Midshipmen in a breath. "We'll soon see who is master: come along, Mr. Long Togg's, we'll see if your ears don't grow as long as the legs of your pantaloons."

"What's the row, Cripps," said two of the gentlemen, who had been seated at the entrance of the booth, watching events. "Are these four fellows going to bully you because you are sick: we'll stand by you, and see fair play. Why you are a set of proper sea-monsters in baker's jackets surely, to attack a poor sick man, who has not left his bed for the last fortnight."

"Why, they are pickpockets," said the third man; "just as sure as this is Plymouth Fair, these fellows are some of the escaped convicts from the hulks."

Flesh and blood—the honour of the Navy—the reputation of a Midshipman could no longer brook this premeditated insult. Some language not generally used in the drawing-room seemed the breeze which ruffled the water before the squall burst. The women, however, interposed a little delay, during which time Mr. Cripps, the poor invalid, was joined by a fourth man, who very compassionately, as his friend was sick, volunteered to fight as many Midshipmen as would stand between Stonehouse Hill and Plymouth Dock. The fiddler withheld his bow, and watched the struggle between Weazel and Cripps. The former, although a stout fellow, and with all the heart of a sailor, was soon rolled over by the muscular man whom he had so resolutely attacked: the other parties were equally successful. There was a general scuffle and roll on the floor, and after about five minutes' pummelling and scuffling, the four gentlemen gave their prostrated friends a kick, and hastily withdrew from the booth.

"My purse is gone," said Dobson.

"My watch has parted company," said Weazel, as he was preparing to bolt after the thieves. But here again the tender-hearted female impeded his progress, implored him to rest quiet; threw those affectionate arms round his neck, and in kind consideration for his dangerous predicament, relieved him of a brooch, which might have attracted the notice of the more powerful pickpockets.

"Damn it, Harrison, don't let us be boarded and plundered by pirates, and then left to be taken possession of by women, without another effort. Hurrah, my lads, and let us make sail in chase; if the butcher only saw this the laugh would be against us."

"Hurrah," responded Weazel, and out the whole four sallied; but quite useless was the search. Although they entered every booth, visited every show, examined every mob, yet not one of the thieves could they discover. At last, tired and jaded, low-spirited and beaten, they, after mustering the money which remained, resolved upon another glass, another dance, and then a spree at Plymouth.

It must be confessed that our heroes thought but little of their cruise: they mustered altogether but ten shillings, which had escaped the fangs of their plunderers. All the spirit was out of them, not so much at the loss of their money, but at the reflection that four had been robbed by four; and although it was evident the disparity of force was in pro-

portion to an eighty-gun ship alongside of a frigate, yet they thought they might have made a better fight. Whilst they were talking in this strain, a boy about fourteen years of age, with a trifling obliquity of vision—a nose, as the Irishman said, more inclined to cock his hat than buckle his shoe; a mouth with a considerable inclination towards the left ear, came up to them, and began thus—

“Is you the gentlemen what’s been robbed?”

“All right,” answered Weazel, “as the guard said when he got the passenger’s gold and forgot to give change.”

“Wot will you give for the ticker?”

“What’s that?” said Dobson.

“Why the watch, to be sure,” replied the boy.

“How do you know we have lost a watch?” said Weazel.

“Why, becos, when a man’s prigged, his wive goes first and his ticker next; but wot will you give for the ticker?” continued the boy, looking round; “becos, if you makes it worth my while, I thinks I knows a man who knows a boy who knows a woman who knows the gemman who made the mistake and put his grab into your pouch.”

“I say, my lad,” asked Harrison, “do you know any one who can find out the longitude?”

“I can’t say that I know him,” replied the boy; “but my time’s short—what’s the figure for the ticker—now or never.”

“Why,” said Weazel, “I can’t offer what I have not got. Amongst all we have only ten shillings, but if the man will trust me I will leave two pounds at any place he may name at Plymouth Dock to-morrow morning.”

“With a constable, I s’pose, to watch it?” interrupted the boy.

“Gammon—that’s no go.”

“Well, then,” said Dobson, “if they will send you with it to-night to me at the Anchor—”

“You’ll down with the dust and ax no question?”

“Just so,” said Dobson.

“I’ll be there at eleven o’clock. What’s your honour’s name?”

“Dobson. I’ll be there—honour bright—no questions to be asked.”

—“And, perhaps,” interrupted Weazel, “you’ll bring the brooch for the money?”

The boy placed his thumb on his nose, elongated his dumpy dirty fingers, gave a whistle, and then most elegantly slapping his right heel with his right hand, scudded away behind the booth, and was no more seen.

“What precious fools we are,” said Harrison, “not to have boned him!”

“And lost the watch?” said Weazel. “No, we have taken the right course, and we will all be at the Anchor at the time, and get some intelligence from that snub-nose vagabond.”

The evening began to grow gradually darker, and the Midshipmen began to think seriously of a departure. They therefore betook themselves to the place where they had left the gig, and were by no means better satisfied with their spree when they found, or rather were informed, that four men, answering very much their own description, who spoke as sailors, had about an hour before ordered the gig and had driven away.



At Plymouth Fair there are always a number of public conveyances, and in one of those might be seen four Midshipmen, two women, and a child about four years old. This last tormentor, a boy, had been presented at the fair with a shilling fiddle, and kept up a most unceasing attack upon the ears. The conveyance was small, and the party crowded. They had scarcely cleared the fair, before two other passengers were taken up, one on the box and one on the roof. The jaded horses were flogged on by the rapacious coachman; but slowly—miserably slowly—did they pick their steps. At last they came to Stonehouse Hill.

"I think, Gemmen," said the coachmen, "hif hit's hall the same to you, your walking would relieve my hanimals, wot's precious tired."

"I paid to ride," said Dobson, "and no man makes use of his legs when he has a horse to carry him."

"I shan't turn out," said Weazel. "I'm as comfortable as can be expected, as the man said at Haslar Hospital when the surgeon chopped his leg off."

"Go on, coachman, the insities won't turn outsides," said Harrison.

"I hope they won't," remarked the driver; "but I would not bet a pot of porter of that same, for the nag's as reasonable has Christians, and sometimes walk backwards when the load won't go forward. There, now, that's what I call vonderful, the hanimals knows they can't get over this mountain, and the're a-talking to each other."

"Touch them up," said Dobson. "Why, they'll jib in a minute."

"And perfectly right too," replied the driver.

"We are making a stern-board," said Harrison.

"We are upsetting," roared the poor woman.

"Over, by the Piper!" ejaculated Weazel.

It was all right enough, the poor jaded devils were unable to draw the carriage up the hill. They first began to pick their steps and nod their heads; then they hesitated, in spite of the persuasion of the whip; then came a full stop, then a retrograde motion; the carriage was backed across the hill, gave a heel to starboard, and upset. The outside passengers were neither of them hurt, and ran instantly to relieve those inside. Weazel was heard to say—"Get the woman and the child out, for they are kicking about like fish in a net. Never mind, Ma'am," continued this gentleman, "there is many a one who gets upset and carries sail the better for it afterwards—out with the squeaker. Now then, Dobson, you need not kick a man more than is requisite—out with you, and give me a lift up the hatchway."

"Oh dear," shrieked the little child, "I've lost my fiddle. Ma-ma, ask the gentleman to look for my fiddle."

"Well, avast heaving, shipmates," said Weazel, "and let me overhaul for the fiddle; we've all had our fun at the fair, and why should not the child have his fairing?"

Great was the exertion required to place the coach on an even keel; and when that was completed, it was evident the horses could not draw it up the hill. But sailors are not men who make difficulties; all hands in reality clapped their shoulders to the wheel, and in a few minutes the carriage had topped the hill; the cargo was again stowed away, and in due time all hands arrived safe. The woman, with her child and fiddle, immediately wished her companions good night,

thanked them for their kindness, and, like a wise girl, said no more than was requisite to part company, without being guilty of an incivility.

"Now, gentlemen," said coachee, "fare, if you please?"

"Vastly unpleasant," said Weazel, "because just at this particular moment the soundings in my pocket would amount to greyish mud with sea-shells. D—n it, man, if you shook us altogether in a sack for an hour, you could not shake more than a shilling out of the whole of us. The shops are all shut; and all I could give you to-night would be to draw upon the pump, and a duck under it; so call upon us to-morrow at the Anchor, and, my good fellow, you shall have your fare with interest."

"None of your tricks," said the coachman, seizing Weazel by the collar.

Knocked down—as the auctioneer said of the first lot.

"Make sail," said Harrison; and away these worthy gentlemen bolted, turning round corners, and doubling about like pursued hares.

"I'll be after you, my young ones," said the coachman, as he picked himself up, according to the polite invitation to assist himself expressed by Harrison; "and I'll have a gemman with me who'll introduce you to summit what gentlemen wear when they go to dances."

A regular shout of defiance followed this announcement; and the parties proceeded at a rapid pace until they came to one of those emblems of shop-shaving in a large poll with variegated stripes to imitate blood from the thickness of fever to the thin transparency of extenuation.

"There's a stick to settle the coachman's hash," said Dobson.

"I'll bone it," said Weazel. "Come, Harrison, make a Sampson's post, and I'll soon have it down."

Now, it unfortunately happened that the barber's wife was in a convalescent state after having been, in a very interesting situation: she was dreadfully nervous, very restless, always fancying some man was becoming a candidate for the gallows for the supreme felicity of cutting her throat: poor Mr. Suds had been called from his comfortable bed dozens of times to assure his rib that the window was fastened, and that the trifling rattle which disturbed her slumbers was occasioned by the wind. The street in which they lived was a dull and a dark one; even now all the residents had retired to rest, and not a sound was to be heard.

Weazel was soon mounted high enough to reach the poll, and having fixed his legs firmly upon the small jutting which surmounted the door, he began to move the poll backwards and forwards to loosen it from its iron fastenings. It was impossible to effect this without considerable noise; and the second wrench had hardly been given before Mrs. Suds, in spite of every desire of her medical practitioner (an old woman who had been present at the birth of half the inhabitants, and all of Mrs. Suds' family), leapt from her bed, and rushed like a maniac to her husband's bed. "Now—now come," she said, as she shook the slumbering barber into wakefulness—"now come; the thieves are in the house; I saw one with my own eyes waving a large sword, and another with a pick-axe, run to the window, whilst I endeavour to escape with the children." This looked like earnest; but she had called "wolf, wolf," so often, that the shepherd gave little confidence

to this attack upon his flock. He, however, proceeded to his wife's apartment, with Mrs. Suds close behind him; she herself having recovered a little courage from her distance to the scene of alarm. Suds himself heard the noise: with a determination to defend his hen and chickens, he rushed to the window, opened it, and popping his head out, clapped his face right against Weazel's, who, hearing the noise of the window, turned short round, and roared out—"The Devil!" This announcement of so unwelcome a guest was answered by Mrs. Suds in tremendous roars of—"Murder—watchman—constable—headbough—murder, murder—my throat's cut!" Suds, not a little alarmed by the devil in front and his wife behind, joined in the cry; and Weazel, hearing a neighbouring window gently opening, held on by the poll, and began sliding downwards: at last, thinking himself near enough to the ground, he let go his hold, and was received into the extended arms of the constable, who was supported on his right by the coachman, and on his left by the butcher. It was no use attempting to rescue, for the noise had aroused many; and whilst Suds and his wife, gently giving up the word murder, as the croud increased, they raised their voices to hold fast the villain—to take him in charge—place him in the watch-house, and send for Jack Ketch.

"If you take me to the lock-up," said Weazel, "I wish you joy of your load; for here I'll sit;" and he quietly brought himself to an anchor in the street, "and I won't walk one step towards confinement."

"Take him away," said Suds.

"He has broken into my house," said the wife.

"It's all nonsense," said Weazel; "it was only a lark to get his poll; we did not want to wring his neck."

"It was only a lark," said Dobson and Harrison; "we are gentlemen; and if you will walk to the Anchor, we will satisfy you or anybody else."

"I hope you'll satisfy me," said the coachman.

"Not a doubt of it," said Weazel; "and give you a glass of grog in the bargain."

"Shut up your casement," said Dobson to Suds; "your wife swallows too much cold air; shut her mouth, and don't let her keep her jaws as widely extended as an alligator catching flies. Start ahead, constable! make sail; conchee! go it, butcher!"

This arrangement was much relished by all: the constable knew his hand would not go untouched; and the butcher bore witness to the prisoners being mad sailors adrift on a cruise.

Loud was the noise at the Anchor; already had the mirth become uproarious, when the sinister-looking boy made his appearance. Weazel instantly remembered that he was not troubled with any money, and turned to the butcher to assist him; his credit was good, but his pocket was empty. The constable, however, was ready with the requisite; and the boy, trusting in the word of Weazel, advanced fearlessly towards him, and said—"I'm ready, if you are."

"I'll venture to say," remarked the constable, "that you are just as likely a lad to have a rope necklace as any boy between Plymouth Dock and London; but here, Sir," addressing Weazel, "is the money."

"Thank you, old master-at-arms," replied Weazel. "Now, youngster, give us the watch."

"Fair play," said the boy. "Put the money in this hand—and here's the watch." The exchange was made, and the boy bolted.

"Stop the son of a thief, and the worthy imitator of his sire," said Weazel; "this is not my watch."

"No," said the butcher, "but it's mine; and as you gentlemen paid the conjurer for his crackers, it is all fair that you should pay for the recovery of my watch, which was stolen during the time I was on fire. So, Sir, I'm much obliged to you, and I hope you may never sit upon a quick-set hedge again."

"I wish," said the constable, producing a pair of handcuffs, "I could just dress the gentleman's wrists with these ruffles. I would hold on the thief until Ketch was called. But excuse me, gemman, I can't help laughing to think how precious you have been done—lost your own watch, and paid for the recovery of the butcher's."

"I hope, gentlemen," said a stranger, as he entered, "I don't make myself one too many here; but my gigs are come home—one shivered almost to pieces, and the other with the horses' knees cut most lawfully."

"Who the devil are you?" said Dobson.

"The man that lent you out the two gigs this morning. Your friends have brought them home, and they told me where to find you."

"Bring yourself to an anchor," said Weazel. "Some brandy and pipes for the gemman. All's right; and what's wrong must be made good. Let's look at the ruffles, as you call these iron wrist-bands. How do you use them? Clap them on me. Why, they are rather stiff, and very tight. Let's see how you look in them?" The officer released Weazel, who gave a wink to Dobson, and, handing over the ruffles, held out his arm. "How devilish odd two of you would look together! Let's see, old Giggie, how you would look in limbo here with the constable."

"I'll just take my watch home," said the butcher.

"Come back again," said Dobson. "Bless you, we should die of the doldrums without you!"

"In a minute or two, gemmen; and no mistake."

The letter of gigs and horses, seeing all were in high spirits, and being a good-natured fellow, immediately held out his right hand, the officer offering his left. Directly Weazel had secured them both, Harrison and Dobson tied a pocket-handkerchief over their mouths; they then secured the other arm of the prisoners, blew out the lights, crept gently, one by one, down stairs—and, getting into the street, ran off to Mount Wise—got into a boat, giving three cheers as they cleared the shore, and laughing heartily at the wind-up of the SPREE ON SHORE.

SKETCHES OF SOME OF THE PRINCIPAL LEADERS OF THE  
CANADIAN REVOLT IN LOWER CANADA.

LOUIS JOSEPH PAPINEAU is the son of Joseph Papineau, a notary in Montreal, who is still living, although ninety years of age. He has ever been denominated by the Canadians as "Father of the Patriots," but not a patriot either in the spirit or sense in which it is now applied to his son. This aged individual has never been the enemy of Great Britain, neither was he opposed to the Government at a period when it was generally believed by the Canadians to be the intention of England to make innovations on the institutions and privileges guaranteed to them at the conquest of the country. Yet, naturally jealous and fearful of such consequences, he was induced to take the chair at a large public meeting held on the Champ de Mars, against the then projected union of the Upper and Lower Provinces, at which a petition was voted to the Sovereign, and afterwards signed by eighty thousand Canadians, expatiating on the blessings they enjoyed under the Constitution as it then stood, and still stands, and praying that it might remain unaltered.

Such was the spirit of the aged parent of the rebel Papineau. We have been induced cursorily to mention him, merely to show that the revolutionary opinions of the son were not inculcated from early youth, but merely the out-breakings of a discontented mind, embittered by events and disasters of his own seeking. On the contrary, we have reason to believe that the aged Papineau earnestly endeavoured to check the rebellious principles exhibited by the son in all his actions for several years past, being fully convinced that he was guided and governed in all his extravagant and rebellious designs far more from vanity and ambition than from any conviction that his patriotism, so called, could lead to the welfare of his country, or that he had the means or ability of carrying his measures into effect.

Had his cause in any one principle been a just one; had there been one shadow of excuse that might have been urged in extenuation for the blood that he has been principally the cause of spilling by his patriotic rebeldy; had, we say, his country taken up arms at his suggestion, and in a right cause, Papineau never could have sustained the character of a leader; he never could have been their chief, for it is well known he never through life possessed one generous feeling of moral or physical courage; and the absurdity of the supposition is great that the Americans would risk a war with Great Britain to assist the Canadians in gaining their independence, for the purpose of installing Papineau chief of the Canadian nation as dictator; or that Great Britain would quietly submit to have the province wrested from her, to the destruction of the lives and properties of those emigrants who had left the home that was dear to them to establish themselves in Canada, to enjoy, as they naturally expected, the protection of the British Government; or that if he, Papineau, could succeed in separating the Canadian nation from Great Britain, that the Americans would allow them to remain so near to them without immediately attaching them to the Great Republican Family, which would be a sad exchange for the tyranny of England—so termed by General Papineau.

The individual we have here alluded to is about forty-nine years of age, and of mild and courteous manners, which have no similarity with his opinions or appearance. In height he is about five feet eight, and inclining to the *embonpoint*. His features, which are prominent, have something of the Jewish cast, which is much added to by his dark hair and eyebrows, which are thick and arched, giving much fire to the eye. He is undoubtedly a man of much information, and in society his conversational powers are most fascinating. It cannot but be deplored that an individual so gifted should be led by motives of ambition to seek his own ruin, instead of employing his talents for the benefit of his fellow men.

The Commander-in-Chief of Louis Papineau's rebel army is named Brown; who appears, if we may judge of his speedy abandonment of the forces under his command, to have as much mistaken his calling as the cause which has joined him with the great Canadian chief. This individual, denominated General Brown, is an American, but very unlike the American portion of the Montreal community, who, it is but justice to say, have always been as true to the cause of Great Britain as the most loyal of her subjects, which, by-the-by, is another argument to the prejudice of M. Papineau.

General Brown is a miserable squalid-looking person, of short stature and contemptible appearance; his countenance being stamped with an expression of discontent, meanness, and indecision of character in mind—in fact, by his own countrymen he would be termed a “crooked cretur.” Not long before the rebellion he became a bankrupt iron-monger, and thus having nothing to lose, but everything to gain, he placed himself at the head of the factious army. In this capacity, however, he proved himself unworthy the confidence of the poor deluded victims whom he and his leader Papineau had seduced into their service.

A character not less conspicuous was Doctor WOLFRED NELSON. His person was handsome and manly; in height he was about six feet; and his disposition was far more determined, courageous, and active, than any of his brother-traitors; and had he been well supported, he would have proved a dangerous and powerful enemy. This individual was the son of an Englishman of high respectability, who formerly kept a school at Sorel. He married early a Canadianne, and settling at St. Charles, the hot-bed of democracy in that section of the country, and being possessed of talent, intelligence, and energy, he was sought out, flattered, and caressed, until, at length falling into the snare, he became the tool of the factious party—until, hurried on step by step, he fell a victim to ultra-liberal opinions—and having had leisure to brood over his follies and disappointed ambition as an inmate of the prison at Montreal, died within its walls, a sacrifice to the cowardice and ill-advice of his flatterers, and his own weakness.

Doctor O'CALLAGHAN may rank next amongst the list of factious heroes. This gentleman is the *ci-devant* editor of Louis Papineau's gazette, mis-termed “The Irish Vindicator,” and the coadjutor of the traitor chief in everything that was vile and miserable. He was first known in Canada as the apothecary at the Montreal Hospital, which

place he left for Quebec—being at that period an Ultra-Tory in every sense of the word. Having persecuted the then Governor, Lord Aylmer, with constant applications for lucrative employment, without success, he forsook his old calling—dissatisfied and inconsistent, he offered himself as an agent for Canadian agitation, and ultimately succeeded in being appointed, by M. Papineau, editor of “The Irish Vindicator,” in which situation he catered fully for the seditious tastes of his employer. His advance was afterwards as rapid as his fall. Rewarded for his democratic scribbling by a seat in Parliament, he there made himself conspicuous by taking a part prominently and diametrically opposite to that with which he had hitherto sided. He then proceeded with his patron to the action of St. Charles—from whence he accompanied him to his secret hiding-place in the United States—and neither the one nor the other have since been heard of.

Doctor COATES, of L’Acadie, another prominent rebel, the chief of that district, is a man of about thirty-five years of age, and a member of the Provincial Parliament. He is, however, a man of little ability, and still less personal courage, strength of mind, or fitness to head any party whatever—but is a fit associate for those with whom he has connected himself.

Another far more talented individual is M. SHORE MILNE BOUCHETTE. He is the son of the Surveyor-General, and a young man of not more than twenty-five years of age, of courteous and distinguished manners and address. If it may be termed distinguishing himself in such a cause, he did so; for he fought bravely at Missisquoi Bay, and was taken, after being severely wounded—and his unhappy fate may be terminated before his career had well begun. He is now in the prison of Montreal; and it is to be regretted that one so promising should have been betrayed into his present difficulties under promises of great preferment and rewards.

We must now refer to the rebellion on the north side of the St. Lawrence, the first post of which was at St. Eustache. This part of the country was encouraged and headed by Mr. SCOTT, the merchant, or rather shopkeeper, of the village above mentioned. This individual is the son of a baker residing in Montreal; and having allied himself for some time past with the Papineau faction, he was elected by them (in conjunction with Gerouard, Chief at Grand Brulé) for the county of the Lake of the Two Mountains. He is a dark and ill-favoured person of about three-and-thirty years of age, and of few capacities.

GEROARD is well known from his height, which is above six feet. He is also of dark complexion, with jet-black hair and eyes. This leader is by profession a notary, and has always been known as a thorough Revolutionist at heart. Since his discomfiture at Grand Brulé he has been taken by Mr. Simpson, the Collector of Customs at Coteau du Lac—who is step-father to Mr. Roebuck, although entirely differing from him in political opinions.

M. DUMOUCHEL, of St. Benoit, or Grand Brulé, is also one of the principal promoters of the rebellion, which is the more to be regretted.

as he can boast of more than sixty years of age, many of which he has passed in the bosom of his family, and surrounded by the most peaceful peasantry in the world. He has also been rich in fortune and prosperity, both of which have hitherto been deserved as amassed by his own labours and honest exertions. Alas! that his overwrought Republican opinions should, at the close of a long life, have led him to commit those offences against the laws of his country, which must terminate in his own ruin, and the sacrifice of his valuable property.

GROD, frequently confounded with and mistaken for Girouard, was a Swiss. He went to Canada about six years ago as an adventurer, thrust himself upon the notice of the Government as having imported into the province a new system of agriculture peculiarly adapted to the Canadian farmer, and requesting assistance to carry his plan into effect; but not meeting with the encouragement he anticipated, he conceived he might turn his talents to more advantage by joining the rebels; and being unsuccessful with them at Grand Brulé, he retreated to Point au Tremble, where he put an end to his republican schemes and adventures by blowing out his brains.

The British settlers at this part of the Montreal district had, from the commencement of the revolt, been so persecuted and annoyed by the Canadians, nay, even driven from their homes, and that during the most inclement season of the year, that it is not surprising, when they found themselves in a position to retaliate, they should have inflicted on the inhabitants of "St. Eustache" and "Grand Brulé" that severe degree of retributive vengeance which they experienced from the hands of the loyalists, but which the Queen's troops (to whom have been falsely attributed those acts of severity) endeavoured, with their wonted forbearance, to prevent. True it is that the small force under the orders of Colonel Wetherall, at the battle of St. Charles on the Chambly River, were directed by that gallant officer to follow up their successes by those decisive and rigorous measures which dictated the necessity of destroying the property of the principal traitors in that quarter; but when we consider the very critical situation of that brave and little band, surrounded, as they then were, by an extensive disaffected population marching upon them from all sides, no alternative remained but to employ such measures as should frighten the traitors from their rebellious purpose, which, to persons unacquainted with the true state of that part of the country, may have appeared harsh and uncalled for, yet, upon dispassionate reflection, must be deemed both merciful and salutary, resulting, as they did, in staying the progress of the rebellion, and thereby preventing that effusion of human blood which must unavoidably have ensued had the warfare been protracted, and the deluded habitants\* not have retired to their homes as they did, and that very rapidly, on learning the fate of their misguided compatriots; besides which, it has been positively ascertained, that had the expedition under Colonel Wetherall failed, the revolution would then have been complete, as the entire Canadian people, flushed with the check the troops under Colonel Gore experienced from the Patriot force at St. Denis, were only waiting a similar result at St. Charles to rise *en masse*.

\* Term used on all occasions for inhabitants or country people.



There are now about 270 prisoners in the Montreal prison under a charge of high treason, among whom are some persons of respectable standing in society, but who have long been among the most active partisans of the great rebel Papineau, and are now implicated as concerned in the councils of that plot which was to destroy the connexion now subsisting between Canada and Great Britain. The most influential person of this party is Mons. Louis Michel Viger, commonly called "Beau Viger," from possessing a very handsome and prepossessing person and mien. He is about fifty years of age; a lawyer by profession, a member of the Provincial Parliament, and brother of the Hon. Dennis B. Viger, well known at the Colonial Office as a Canadian Ambassador, and long to be remembered by those Ministers whom he has not failed to fatigue with his favourite theme of Canadian grievances. The said Mons. Louis Michel Viger was president of a recently established institution in Montreal styled "La Banque du Peuple," whose notes were peculiarly stamped on blue paper, and inscribed in the French language, for the purpose, as it was stated, of causing a ready circulation of money among the habitans, who, prior to the formation of this institution, refused paper-money of any description; but subsequent events have caused it to be suspected that the projectors of this bank had a deeper scheme in view, as it is now supposed to have been originated for the purpose of affording facilities to the rebel army; and M. Louis Viger stands now committed, charged with having made large advances, and otherwise assisted the rebel cause. There is also in company with him in the same prison M. Come Cherrier, a lawyer of eminence, and member also of the Provincial Parliament, a young man of promising abilities, but who, unfortunately for himself, has employed them in the cause of sedition and rebellion, for which he is now under confinement: it is, however, believed, that he has been betrayed into this error by the natural bias of attachment to his uncle Papineau. But among the extensive group of accused rebels, there is one, who was arrested at Quebec at the commencement of the revolution, more specious, artful, and dangerous than any of them. This person, who has contrived to get admitted to bail, is Mons. Arthur Norbert Morin, the last missionary of the Canadian faction to the British Government, whose evidence before a committee of the House of Commons on Canadian affairs has recently appeared in some of the leading public journals of the metropolis, and who, prior to his mission, had the daring audacity to appear before the Governor of Canada, with the other members of the House of Assembly, decorated with a tri-colour riband, which was a clear indication of the revolutionary principles he then entertained, and of his hostile feelings towards Great Britain. The period must, however, shortly arrive when these parties will all be heard in defence of the crimes for which they stand accused, when they will have awarded to them that justice which they severally merit.

## ESCAPE FROM A TIGRESS.

SIR,—I send you an extract from a letter I have received from my brother, Lieut. George Grenville Malet, 3rd Bombay Light Cavalry. If you think it worth while to insert it in your valuable Journal, by doing so you will oblige your obedient servant,

C. S. MALET, Capt. 8th Regt.

(Copy)

“ Balmecr, Jan. 1837.

“ On the 26th inst. Mortimer, (her Majesty's 40th,) Reeves, and myself, (3rd Light Cavalry,) separated from the rest of our party to go to the Ghud Nullah, having been informed by our Shicarries that they had tracked a tiger in the morning: we were afterwards joined by Ravenscroft and Forbes, both of my regiment, only armed with spears, expecting swine. We soon reached the Nullah, the banks of which, high and steep, intersected by smaller branches, were covered with grass and brushwood; to this we applied fire where the track entered, and then took our stations on foot; Mortimer on the right bank, nearest the fire, Reeves on the left bank, myself also on the left, with a broad deep branch and two or three gullies between us. There was not much wind, and the grass being green the fire did not come down rapidly; however, after waiting some time, a shot, answered by a loud roar announced “ the presence.” This was from Mortimer: as she passed Reeves she got the contents of two barrels, and came on roaring furiously, evidently hard hit, and turned into the deep branch between Reeves and me. My station commanded the entrance to this, between thirty and forty yards' distance, and, as she came out after a short time and stood, I let fly right and left, and back she went. I reloaded as quickly as possible: on receiving another shot she came towards my position, and as she passed under me I fired the other barrel into her. I then supposed she would get into a deep little gully immediately on my right, so I went to the rear, mounted my horse—drew near, all ready. Low growls or rather moans were all that was now to be heard, and after some time all was silent. Ravenscroft shot into some brushwood near where I had last seen her, but there was no growl of defiance in answer thereto, and he narrowly escaped a serious accident: he had fired from off his horse, and in reloading cast the butt of his gun over on his left foot, he was on the point of putting in the powder when the other barrel went off, two balls passing his face without injury.

“ We now tried to light the grass both above and below where she was supposed to be, but it would not burn well; there were some dry thorns near the top of the gully which crackled famously, and this was not more than twenty yards long—still nothing was heard or seen of the enemy, and we all began to be impatient, and of one opinion that she was dead.

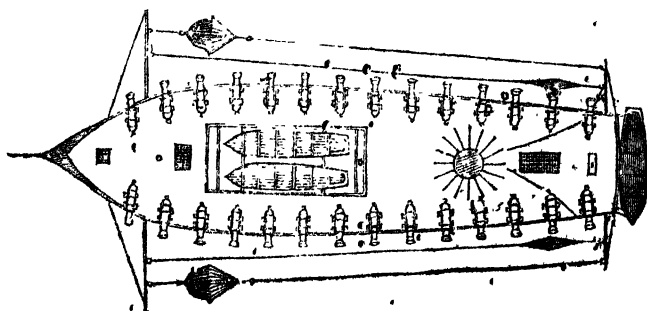
“ Seeing a native with a drawn sword going towards this gully, I got off, and accompanied him, wishing to look into it, if possible, and expecting to see her dead at the bottom. It was some twelve or fifteen feet deep, and the banks, nearly perpendicular, had long grass and brushwood growing thickly up them. By bending this on either side with the muzzle of my gun, I was enabled to see into it tolerably well,

and was on the point of giving it up, when my eye caught sight of a patch of her yellow hide. It was no use firing, as I could not tell whether it was her head or her tail; but before I could make out a mortal spot to aim at, she was up and scaling the bank, roaring furiously. The native made off. As she pushed on, I fired into her—but still on she came; and as she gained the top, I aimed at her breast. You may conceive my feelings when she dashed my gun aside with her paw as I pulled the trigger; the contents flew harmless. She seized my Joe Manton—which, fortunately, is not injured, though it will always bear her mark—just above the locks. I now turned to run for it; and then Reeves proved himself the friend in need: he was standing on the opposite bank of the deep branch before-mentioned, full thirty yards from me: ere I had gained five paces she sprang upon me. Until I had turned, my body was between Reeves and her; and in the short space thus allowed him, he fired both barrels, both taking effect—one striking her in the spine caused instantaneous death. I, of course, was underneath her: she was very heavy; and as I struggled, it came across me to lie still (as poor Woodhouse, of my regiment, did when similarly situated with a lion), but finding I rather freed myself, I worked on, and gained my legs, just as Ravenscroft came running to my rescue, who, by way of a settler, put a ball into her head—and there she lay, a fine four or five-year-old tigress, with my hunting-cap in her mouth. Only one of her teeth reached my head, and that but very slightly at the back; in fact, I may say that I escaped unhurt, having only one rather deep claw on my left fore-arm, and merely the skin raised by her claws on the back of my left shoulder.

#### PLAN FOR PROPELLING SAILING-VESSELS DURING CALMS.

MR. EDITOR,—You will much oblige me by again finding room in your valuable Magazine for another plan, I herewith send you, for propelling vessels in calms and light winds.

I had wished during the last year to have proved it by competition, in these days abounding with invention, but found too great difficulty in gaining that necessary assistance I stood so much in need of. I now, therefore, present it to the public for their approval; and should it eventually be found of that service I trust it will, I shall be amply repaid by thinking I have in some measure conducted to the general benefit of the Naval Service.



As the plan sufficiently speaks for itself, it will not require any particular remarks, either respecting the construction or working of the drags, as I shall call them; yet was I to have any made from my own models, I would have the stretchers of ash-wood, and the covering of canvass—the middle joints should be fastened together with copper or iron rings, and at each end of the centre-piece, a swivel to keep the turns out of the ropes attached to them. I need not say the construction of the drag is very similar to the umbrella, and may be worked, according to the size of the vessel, either by hand, or the capstan. Vessels of any decent mould may, with little exertion, work their way out of calms in a very few days, if they choose, only by moving at the rate of twelve miles a-day, and keeping on their course, by only occasionally resorting to the drags, in lieu of remaining in a state of inactivity probably for weeks. But I must say I cannot hold out any flattering prospects to a certain class of our merchant ships, which are deplorably numerous. These vessels appear to me to be only built for stowage, not considering that they have to make their voyage afterwards—as their models speak anything but favourably for what vessels ought to be intended for, and which I should conceive the greatest qualities, that of sailing and seaworthiness. The consequence is that, from this and other circumstances attending the bad management of our merchant shipping, so many, indeed, so very many, names of vessels were crowded on Lloyd's List in 1837—considerably more than two for every day in the year. It would be impossible to account for the amount of loss, but we may confidently say some millions—quite sufficient to build a new race of beautiful, effective ships, that would add profit to the merchants, and be a credit to their country, besides repaying their owners, at least, I should suppose, twofold.

Look at the American and French models—you scarcely ever see a vessel that is not a good sailer; and I may say it to my sorrow, for even in, at least, six men-of-war I commanded during the last war, I could scarcely come up with one of them that tried to escape from me—to be sure, these were not crack ships. We all know that every merchantman should be so constructed and equipped as to be able to beat off a lee-shore in a strong gale—and how few are equal to it!

But, as a great national concern, there are two cases of great moment to be considered: one is, supposing us to be at war, and we want to transport troops to some considerable distance, and you have no men-of-war to spare, as we are now employing them so satisfactorily—only conceive us resorting to the old system of embarking bodies of troops, with all their paraphernalia, on board such wretched vessels as those employed last war, with such a total want of comfort—vessels, in general, badly found and sadly managed;—but I need not explain farther, as it is too well known in what sort of craft troops were formerly consigned.

The next case is the great delay and loss of vessels by the enemy's privateers, when in the act of conveying those miserable tubs that used to be attached to our convoys—but, I should suppose, they were well insured—some of them could scarcely be dragged along even by dint of towing; and when a gale came on, who knows what became of them, except you referred to David Jones's register?

My reasons for making these remarks are, that I observed so many new vessels last year in the London Docks, that I could not help saying to myself—It is a miracle if half these vessels ever return again to reward their owners; how the marine insurance companies can make their fortunes is a problem—to be explained.

I am, Sir, your humble servant,  
 CLEM. SNEYD.

Huntley, March 17, 1838.

## MEMOIRS OF GENERAL AND FLAG OFFICERS RECENTLY DECEASED.

## VICE-ADMIRAL RICHARD HARRISON PEARSON.

THE subject of our present memoir claimed a common ancestry with the ancient and knightly Scottish house of "Pearson of Kippencross," being the direct representative of an elder branch of this family. He was the eldest son of the late Sir Richard Pearson, Knight (who died Lieutenant-Governor of Greenwich Hospital in 1806), by Margaret, third daughter of Francis Harrison, of Appleby, Westmoreland, Esq., and inherited from his father that passion for the sea which induced him early in life to embrace a profession in which he himself achieved a name not badly known.

Sir Richard Pearson was the officer celebrated in the annals of the sea for his "gallant defence of the Baltic fleet," and whose desperate contest with, and capture\* by, the far-famed renegade rover PAUL JONES, earned him a name in story.

The early career of "young Pearson" was encouraging; but however varied the scenes of a reefer's life, they offer little field to the narrator unconnected with mere humble participation in the daring exploits of heroes passed away, who have battled for England's glory, maintained her proud supremacy on the waves, and encountered all the vicissitudes of the battle and the breeze. In 1793, after passing the rigid examination required in those days with very considerable credit, he was made Lieutenant, and in 1797 commanded the *Stork* sloop of war, and in that vessel captured the *Lynx* French privateer of fourteen guns and fifty men. This, together with various other successes while in command of his little craft, obtained for him the rank of Captain, his post-commission bearing date August 7th, 1798.

The next enterprise recorded of Captain Pearson's appears to be somewhat remarkable. Being off Ushant in the *Doris* frigate, on the 18th May, 1803, *the very day* on which the declaration of renewed hostilities issued from St. James's, he fell in with, and captured, the *Affronteur*, a French lugger of fourteen guns (long nine-pounders) and a crew of ninety-two men, commanded by Lieutenant Morce-André Dutoya. This little vessel, however, had the daring to keep up a running fire with the *Doris* until the instant Captain Pearson laid her alongside; nor did she then give up a contest so fraught with temerity until nine of her men, including her commander, were killed, and fourteen wounded. The *Doris* sustained some damage in her hull and rigging, but had, luckily, but one man wounded by the fire of her puny but resolute antagonist. The capture of this vessel, under the circumstances related, created a great sensation at the time, and was made the subject of serious animadversion against the British Government. It was spoken of as "Contre le droit des gens, mais suivant un usage trop commun du part de l'Angleterre. Les hostilités précéderent la déclaration de guerre. On croyait encore à Paris les négociations en activité lorsqu'on y apprit, par une dépêche télégraphique du Préfet Maritime de Brest, que les Anglais s'étaient emparés de deux bâtimens marchands dans la baie d'Audierne: le même jour ou le lendemain, ils attaquèrent les bâtimens de guerre Français." However, it was urged, in contradiction to this, that, so far from negotiations being "in activity," Lord Whitworth had obtained his passports since the twelfth of the month, and General Andreossi had applied for his a week earlier.

\* Sir Richard Pearson's force, the "*Serapis*" (his own vessel) and the "*Countess of Scarborough*," amounted but to 64 guns, and 380 men; the pirate had four ships carrying 126 guns, and 1100 men. Though captured, the purpose of this desperate defence was attained, in the safety of the convoy, estimated at the value of 600,000*l.* sterling.

And not alone this, but it was only on the 25<sup>th</sup> of May, that General Mortier, from his head-quarters at Coërvéden, summoned the Hanoverian Electorate to surrender to his army.

But to return more immediately to our subject. Captain Pearson on many occasions displayed proofs of being a dashing and determined officer; and he continued cruising with very great success against the enemy's trade until the September following, when he was necessitated for a time to quit active service from severe ill-health. He subsequently commanded the "Dictator," 64 guns, and "Benbow," a third-rate. The latter ship received the flag of the Lord High Admiral of Great Britain, when the Lords Commissioners, attended by the Navy, Transport, and Victualling Boards, visited Portsmouth in 1813. Captain Pearson, shortly succeeding this period, retired from active service, and the long uninterrupted peace prevented him ever having the proud gratification of seeing his Admiral's flag hoisted, although he lived to receive his promotion, being gazetted in the year 1830 as Rear-Admiral, and in 1837 he attained the rank of Vice-Admiral.

Thus closes the professional career of a meritorious officer of the old school; but in retirement we do not find him an idle man. Enthusiastically attached to the Service, he bent the energy of his active mind to the furtherance and in support of plans of Christian benevolence, having for their object the improvement of the religious and moral character of the English sailor. Consequently we see his name occupying a prominent position in all societies and institutions originated with this desire—to these he was a munificent contributor. In all the relations of private life the conduct of Admiral Pearson was most exemplary, and his loss will not alone have to be deplored by the Service, but will long be felt by the poor around his dwelling, who will indeed have to regret a lost friend. Admiral Pearson married, in 1799, Maria, second daughter of William Holmes of Westcombe Park, in the county of Kent, Esq., and sister of the Lady of Major-General Sir Thomas Downman, K.C.B. He died at Dartmouth on the 19th January in the present year, leaving a widow and one daughter.

## FOREIGN MISCELLANY.

### DENMARK.

#### THE NAVY.

The archives for the Marine Department of the present year state, that at the close of 1837 the fleet consisted altogether of 67 vessels of war of every description; namely, 7 ships of the line, 5 of 84 guns each, 1 of 66, and a blockship of 58; of 7 frigates, 1 of 48 guns building, 4 of 46, and 2 of 40; of 5 sloops, 1 of 26 guns, and 4 of 20; of 6 brigs, carrying from 12 to 18 guns each; of 3 schooners, carrying from 6 to 8 guns; 3 cutters, 58 gunboats, 6 gun-rafts (kandujölleu), and 3 bomb-vessels.

#### THE ARMY.

The whole Army is under the control of a Commander-in-Chief in the person of the Sovereign himself, from whom all orders emanate, and to whom all reports are addressed; in fact, he directs all military affairs, and has no Secretary-at-War. The country is divided into three military divisions or commandantships. The first of these comprises the islands of Seeland, Lolland, Falster, Moen, Bornholm, and Christiansøe; the second, Jutland, Fühnen, Samsøe, Langeland, Thorseng, and Arroe; and the third, Schleswig without Arroe, Holstein, and Lauenburg. Recently, however, the command over Fühnen and Langeland has been withdrawn from the

second division, and these islands have been constituted into a separate commandantship. The Sovereign is likewise General-Commandant of the first Military Division, and in this capacity receives the monthly muster-rolls and reports, and, on Mondays in every week, a return of the effective strength of the troops in the division; in this are included all dismissals, furloughs, desertions, arrests, &c.; the number of horses disabled, sent to grass, kept within stable for renovation, &c. The several functionaries under the Commander-in-Chief are, the Staff; the General Board of Commissioners for War; two Inspectors; the Auditor-General; a Surgeon of the Staff; a Veterinary Surgeon; a Director of Gymnastics; the Chanceries for Denmark-Propre, Schleswig, Holstein, and Lauenburg; and the Paymaster-General's office. The Staff is divided into the Adjutant-General's and Quartermaster-General's Staffs, and consists of 18 officers, 18 civilians, and 5 guides. The General Board of Commissioners is composed of 6 chiefs, or Commissioners, 49 civilians, and 12 inferior *employés*. The Chanceries control and direct the condition of the whole Army, and the Paymaster-General's department is attached to this division, in consequence of its having the colonies and the troops quartered in them within its province.

### FRANCE.

#### THE GARRISON OF PARIS

consists at present of 10 regiments of infantry, 3 of cavalry, and 1 of artillery. The troops on active service are, 13 regiments in Africa, 1 at Ancona in Italy, 1 in Corsica, 1 employed as a corps of observation along the Pyrenees, and 109 doing duty in the interior of the kingdom. The French army, according to these data, consists of 152 regiments, and their effective force is estimated at about 300,000 of all ranks.

#### THE NAVY.

The ships in commission, as we learn from the Estimates for the Navy, amount to 130; namely, 8 vessels of the line, 12 frigates, 16 corvettes, 74 smaller vessels, and 20 steam-boats, and their crews amount to 20,317 men and officers.

### SPAIN.

#### CARLIST FORCES.

A Prussian nobleman, in a letter from Llodio of the 2nd of February last, gives the following as the numerical strength of the Carlist forces:—1. In Navarre, D. Francis Garcia, Commandant-General, the battalion of Guides, 700 men; 15 battalions of foot, each of 50 men, 7500; 6 squadrons of horse, 580; Frontier Guards and armed Revenue-officers, 850; garrison of Estella, 300; Fort Gregorio, 150; Fort Montjardin, 50; and Fort St. Barbara, 150; in all, 9580. 2. In Alava, D. José Elguea, Commandant-General, 8 battalions of foot, 4000; 1 squadron of horse, 120; the garrisons of the Castle of Guebara, 250, and Arzaza, 120; and Frontier Guards, 35; in all, 4840. 3. In Guipuzcoa, D. Pedro Iturizzo, General-Commandant, 8 battalions of foot, 4000; Frontier Guards, 450; garrisons of Tolosa, 250, and Bergara, 200; and 1 squadron of Hulus, 50; in all, 4950. 4. In Vizcaya, D. Manuel Sarasa, Commandant-General, 10 battalions of foot, 5000; Frontier Guards, 450; and 1 squadron of horse, 120; in all, 5570. To these must be added, Garde du Corps, 120; Garde d'Honneur on foot, 100; the artillery of the four provinces, 400; thirteen battalions of infantry of Castile, Valencia, and Aragon, 6500; and 3 other battalions of Castilians, remaining from the levies before last year's expedition, 1500. The whole of the troops in the provinces, and with the first expedition, consists, therefore, of 33,560 men. This expedition, which is under the orders of D. Basilio Garcia, is composed of the last-named 8 battalions and 3 of Castile. Besides these regular troops, there are certainly as many

formed into regular bands, and on the whole I do not conceive it to be exaggerated to estimate the Carlist combatants spread throughout the Peninsula at as many as 100,000. This force is, however, scarcely to be compared with the moral force which Don Carlos possesses in the firm and inexpugnable loyalty of the Basque people. This is an invincible bulwark which does not stand in the glare of day until the instant arrives when all appears to be lost. In proof, I need only refer to the occurrences of last spring, when, the Royal Army having crossed the Ebro, the provinces were abandoned to their own means of resistance, and yet the united Christino forces, Spaniards, English, and French, were disgracefully foiled in their attempt to overrun and make themselves masters of these regions.

## RUSSIA.

### CAUCASIAN COLONIES.

The Russian Government have assigned a sum of 500,000 rubles, or about 23,000*l.* sterling, towards the establishment of military colonies in the provinces around the Caucasus. Of this sum 275,000 rubles, or about 11,500*l.* sterling, are to be expended during the present year. The avowed object is to provide a settlement for soldiers who have served their whole time, and to increase the Russian population in those parts; to protect the frontiers and high-roads from hostile inroads; to promote agricultural, commercial, and manufacturing industry; and, by means of reciprocal wants and advantages, to lay a firm foundation for acquiring the friendly disposition of the tribes inimical to the Russian dominion. The colonies are to be composed of separate settlements and establishments, located near the permanent quarters of the military staffs.

The sites particularly indicated for the purpose are,—the line of the Caucasus,—the left bank of the Ssunsha, from Fort Grosnaya to the confluence of the Ssunsha and Terek, and thence south-eastwards from the confluence of those rivers to the Katshalkofsky Mountains;—and finally along the Grusian military road and the lines of the Kuban and Kislovodsk in Greater and Lesser Abchasia. After the colonies have been established in these directions, additional settlements are to be set on foot in the vicinity of the Russian forts and fortified posts on the northern banks of the Kuban, and subsequently on the southern banks; but not until the natives in the last-mentioned quarter have been brought under subjection.

The individuals of whom these colonies are to be composed will be the married military of inferior grades, who will be discharged after fifteen or twenty years' service, and placed on the rolls of the military colonies: besides married men of the same grades who are quartered at the permanent stations of the staffs, and have served fifteen years. The members of these soldiers' families, who have remained at home, are to be transported to the Caucasus at the expense of the crown; and no soldiers but men of good character, and fitted for agricultural pursuits, are to be selected for the colonies. Men who have undergone military punishment, and are not of noble birth, will not be allowed to become colonists, unless they have, after undergoing such punishment, served for a period of five years subsequently with unblemished credit; but this regulation is not to extend to men of noble birth. The individuals selected are to be sent to the settlements in the spring of 1839.

## ALGIERS.

### ABD-EL-KADER'S CAMP,

The drums beat to arms early in the morning; we roused ourselves instantly, and spent the day in examining the Sultan's camp, and the costume and state of discipline of his troops. The camp is disposed in the form of a circle, the tents in which the infantry are quartered forming the outer edge, and the centre being occupied by those of the cavalry. Every



tent contains from fifteen to twenty men, and their horses are fastened with cords to stakes. Abd-el-kader's tent stands in the centre of all, the space in front of it being left quite open for his own horses and those of his followers. He has always from seven to eight horses with him. An open way leads from the entrance of his tent to the outward limit of the camp, where a cannon, pointed towards the plain, is placed: it was in bad condition, with broken French wheels. The cannoneer's hands were sadly burnt, for the touch-hole is very large, and there is no stop to the matches, so that, whenever the piece is discharged, a column of fire is discharged into the hand which holds them. This gun is used for salutes only, and three rounds are fired off whenever the Sultan returns to his tent. Behind the Sultan's tent stands that of his mule-drivers, and the camp in which are his mules. A hundred camels are quartered next the magazine-tent. These animals carry the biscuit and barley which are distributed as rations; and close by them are a herd of goats and sheep. In former days Abd-el-kader sent two sheep to each tent every Friday, but latterly the number has been reduced to one, as he has found it necessary to introduce more economy into his arrangements. Each tent furnishes two sentries every night for camp duty, and there is a relief at midnight, but no regular guard is kept in the day-time. The drums beat at break of day, the sentries march off, and villanous rations of biscuit, as well as barley for the horses, are doled out. At four o'clock barley-broth is distributed to the common soldiers, and kuskussu, a dough cake prepared with gravy or milk, to the officers. At five o'clock water is given to the horses. The troops have no occupation in the day-time, save now and then when the officers muster them for exercise. Muftar, the Aga of the cavalry, who has been frequently at Oran, has made attempts to introduce French discipline among them; but he cannot get the Arabs to ride in files, much less to make their assaults in a regular manner. The Aga of the infantry has used every exertion to teach his men the French exercise, but he has succeeded in nothing but inducing them to load their pieces with regularity. Ever since September, 1836, the cavalry have worn red jackets and trousers in the Turkish fashion, with a haik and cloak over them. Slippers are the only covering to their feet. Their arms consist of a musket, sabre, and cartouch-holder, which hangs by a strap from the neck, and falls on the right hip: the dozen cartridges it contains are never called into service. Their saddles are of wood, covered with morocco leather, and stand very high both in front and behind. The stirrups are short, and the irons have sharp corners, which serve the purpose of spurs. The caravan horses are shod, but none of those belong to Abd-el-kader's ranks. The rider lays seven or eight coarse-woollen coverlids under his saddle in order to protect his horse's skin from chafing; but, in spite of this, the majority of the horses have sores on their backs. They are never curried, nor have they any other cleaning but throwing water over them when they are drinking. They are exposed, day and night, to sun, rain, and snow, without any sort of covering, and are consequently short-lived; indeed, they seldom live above six years. The infantry wear a woollen vest, trousers, and black woollen surcoat, with a cap. Their arms consist of a musket, cartridge-pouch, and a knife thrust into their girdle; the more affluent carry, in addition, a dagger and pistols. The Sultan has a sort of band, which plays three times a-day in front of his tent, at noon and at four and eight o'clock in the afternoon. Three musicians blow the hautboy standing, three others beat tambourines, and three sit on the ground and beat small kettledrums. Their repertory of music is so slender that they do not possess, I believe, more than three airs, the melody of which I could never divine. The Sultan, when tired of the din, dismisses them with a wink of his eye. Every officer has a slave, who makes his coffee for him, and the slaves themselves have tents of their own, in which coffee is drunk and wretched green tobacco smoked.—(De France.)

## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*Correspondence respecting the 3d Dragoons in the Affair of Castrillo.*

My EDITOR,—Colonel Clowes having acceded to the proposition made by Colonel Napier in his letter of the 3rd February as given in your last Number, and having communicated to Colonel Napier his assent thereto, I am requested to forward, and I now enclose, the letters required from Colonel Clowes to you, and as you will have received those promised by Colonel Napier in time for insertion in your forthcoming Number, you will much oblige those whom I am representing, as well as myself, by publishing the *whole* correspondence, and placing it, if not too much trouble, in the order in which it has been carried on, letting the answers follow each letter according to their respective dates.

For myself, Sir, I am much pleased that this correspondence is to be made public, as it will not only show the spirit in which it was begun and ended by Colonel Clowes, as contrasted with that in which it has been met and supported, but it will enable me to expose a few of the inaccuracies on the part of Colonel Napier in his last reply to me, and more particularly in reference to the two first points therein, where he expresses his surprise that Colonel Clowes is not the public controversialist, and where he charges me with unfairness.

With respect to the first of these two, it must have been manifest to Colonel Napier, both by the reluctance shown by Colonel Clowes in his first letter to him towards becoming the private correspondent, and by the subsequent warning given by Colonel Napier himself in his letter to Colonel Clowes, of the 27th May, 1837, wherein he says, on the subject of publishing,—“and you should recollect that you will appear under the *disadvantage* of extolling your own exploits,”—it must, I repeat, have been manifest to Colonel Napier, that Colonel Clowes would, if possible, decline to become the public controversialist, and, therefore, he had no grounds whatever for the surprise he expresses.

That the second charge made against myself is equally groundless, will at once be proved by a reference to Colonel Napier's first letter to Colonel Clowes, dated April 12th, 1837, as it will be seen therein that *an abstract*, and *an abstract only*, and not Colonel Clowes's *whole* statement, was proposed to be inserted in his sixth volume.

Having disposed of these two points, I will proceed to reply to where Colonel Napier describes Colonel Clowes and myself as having imprudently forced him into what he calls an “unnecessary discussion,” when he has said “*no more*” in his original, and to us offensive statement, than what is confirmed by Sir John Elley and ourselves; and, to prove this assertion, he quotes the passage in question—“the 14th and German Hussars were hard pressed; the 3d Dragoons came up in support, but they were immediately driven back again by the fire of some French Infantry.”

Now, Sir, this passage and its context clearly describe the hard pressing upon this Brigade to have been by *cavalry*, against which the 3d Dragoons coming up in support, were, *without affording any relief, immediately driven back* by the fire of some French Infantry.

Colonel Clowes's statement describes the 14th and German Hussars, when he advanced with the 3d Dragoons to their relief, as beaten, and in the midst of the enemy's *cavalry*, who retired quickly at the approach of the 3d Dragoons; and that the 3d Dragoons did not retreat until forced much in advance of the beaten troops, nor until exposed to the fire of a

division of French infantry and artillery. And what says Sir John Elley in his letter to me, dated January 14th, 1838? "On the necessary retrograde of the 14th and Hussars, the 3rd Dragoons *advanced with success*, but being overwhelmed by the fire of a large body of infantry, and menaced by cavalry, it became a duty to retire as other troops did."

Let these statements be compared with each other, and I think it will clearly be seen that, *more*, and *much more*, has been said by Colonel Napier than what he seems willing to admit, and that enough is distinctly stated and implied to justify Sir John Elley in his letter of the 8th inst. in describing the effect of Colonel Napier's statement (as it always has appeared to the officers of the 3rd Dragoons) as placing on record a degree of implied reproach on the conduct of that regiment; and if, Sir, reproach is clearly shown in the passage already quoted, the public will best judge how much more is implied in that which immediately follows it. "The fight waxed hot with others, and many fell, but finally General Carrier was wounded and taken, and the French cavalry retired."

I now come, Sir, to the three authorities on which Colonel Napier has grounded, and on which he still maintains the accuracy of his statement. And, Sir, as during this controversy I have endeavoured to act up to the principle with which Colonel Clowes began and concluded his correspondence, in the same spirit do I purpose to conclude this controversy. Passing by, therefore, the gratuitous observations and opinions contained in these authorities, and leaving them in the hands of a discerning public (who, taking into consideration the peculiar situation under which they were made and given, the quarter from whence they came, and at whom they were levelled, will deal with them as they justly deserve), I shall confine myself to, and as briefly as possible, remark *only* upon those points of them which either stand in opposition to, or in confirmation of, Colonel Clowes's statement.

Taking them then in the order in which they stand, Colonel Clowes calls the advancing force of the enemy's cavalry against the 14th and Hussars, "a large body." Colonel Brotherton—as consisting of "eighteen or twenty squadrons, supported by artillery." Captain McCarty—as "an overwhelming force."

Of the condition in which Colonel Clowes found the Brigade, he describes them as "retreating before the enemy, broken, and the enemy in the midst of them."

Colonel Brotherton, as—"repulsed; intermixed with the enemy, and suffering most severely." By Baron Osten they are called "beaten and dispersed squadrons;" and by Captain McCarty, as "broken, beat, and retiring before the enemy."

Colonel Clowes states, having voluntarily marched the 3rd Dragoons to their relief. Colonel Brotherton, that, at the critical moment before described, "the 3rd Dragoons were seen advancing apparently to our rescue." Baron Osten and Captain McCarty speak of the arrival of the 3rd Dragoons at this juncture.

Thus far Colonel Clowes's statement being confirmed and strengthened by these authorities, and his correctness admitted, I shall make no further remark upon them, but proceed to those points where an attempt is made to impugn its accuracy, and, abstaining from bringing it to collision what may be perhaps not unjustly termed the prejudiced opinions of officers belonging or attached to the *corps in question*, I shall quote the honourable and disinterested testimony which I possess in support of Colonel Clowes's statement, where I have it, and where I have it not I shall merely draw the attention of the public to certain points connected with the opposing statements, and leave it to draw its own conclusions.

The pace with which the 3rd Dragoons advanced seems the first point at which Colonel Clowes and the authorities differ. Colonel Clowes says, "no time was lost;" but subsequently implies meeting with some impediment in getting clear of the broken troops.

Colonel Brotherton says,—“when within a few yards distant of the conflict, they (the 3rd Dragoons) stopped short.” Baron Osten speaks of the 3rd Dragoons, “being formed up in line, and halting,” and Captain M'Carty describes it,—“as at a very slow pace.”

Now, the situation and circumstances in which these authorities were, according to their own showing, at this time placed, are sufficient of themselves to throw a doubt on their accuracy, for Colonel Brotherton describes himself at this juncture as being engaged with his corps, which was “suffering most severely,” and he is, by Captain M'Carty, represented as “being lost” to his regiment. Baron Osten was also at this time, as mentioned by Colonel Brotherton, “particularly distinguishing himself by his gallant efforts to rally the brigade,” and Captain M'Carty describes himself as generally engaged in the same duties.

That officers thus circumstanced and engaged, and signifying by their calling and gestures their anxiety for speedy relief, should find fault with, or consider the pace at which the 3rd Dragoons advanced to their support somewhat tardier than they wished, or that they should mistake the decrease of pace arising from the impediment of the broken and dispersed troops for a halt, is not to be wondered at; but opinions formed and given under such circumstances will be duly appreciated by the public, and accepted for as much *only* as they are worth, when contrasted with Colonel Clowes's statement, supported as it is with the authority of Sir John Elkey, an officer no less distinguished for his experience in everything relating to the movements and duties of cavalry, than for his personal gallantry and coolness in action, who at this time, looking on “with a composure little known to regimental officers during a tumultuous retreat,” states, in his letter of the 8th instant, “that great commendation was due to the 3rd Dragoons for the *prompt* support given to the other regiments when retiring.”

The next part of Colonel Clowes's statement attempted to be impugned is where he says that he continued to advance until ordered by General Alten to halt, and not charge the enemy's cavalry, because his brigade had not rallied.

To this direct assertion of Colonel Clowes, what say the authorities? Colonel Brotherton merely surmises such an order from the General, because his brigade had not rallied, to have been “unwarrantable,” and not according to his own idea of military tactics; and he says that he and Baron Osten—the one, as before shown by himself, as being engaged with his own corps, which was “suffering most severely,” and by Captain M'Carty, as “being lost” to it, and the other as “distinguishing himself in his gallant efforts to rally (observe) his brigade”—did not receive or hear of such an order; and Captain M'Carty gives his idea of what General Alten “knew too well,” about ordering the 3rd Dragoons “back,” of which there never has been a question.

Thus far, Sir, the answer to this particular point is mere surmise; and that General Alten expressed himself “loudly and strongly,” because the 3rd Dragoons had not immediately charged the enemy, as asserted by Colonel Brotherton (although unsupported by Baron Osten, whose corroboration he calls for) is entitled to attention, as far as it goes; but whether those strong expressions were unaccompanied with a desire or wish that his own brigade were in a state to support, he does not inform us, and it is not too much to presume that an experienced officer like General Alten would rather *halt*, and prevent *one regiment without support* from being committed, as *his own two regiments* at that moment *were*, than complain, *without qualification*, against *that one regiment*, to whom he must at that time have felt, as he afterwards expressed himself, so much indebted. Besides, instead of halting them as he did, being in command of the whole, he might, had he thought proper, have *equally ordered* them, and led them on to the charge.

There remains but one more point to attend to—the cause for the retiring of the 3rd Dragoons, which Colonel Clowes acknowledges to have taken place in consequence of a brisk fire from a division of the enemy's infantry and artillery at the time when his regiment was halted and formed on the spot where they were prevented by General Alten from charging the enemy.

Colonel Brotherton attributes this halt to have been, and continued, as he says, within a few yards of the broken troops, and to have been occasioned by the *desultory* fire of some French infantry.

The testimony of Sir John Elley will, however, at once settle this question. He says, in his letter of the 14th January, 1838, “the 3rd Dragoons advanced with success, but being *overwhelmed by the fire of a large body of infantry, and menaced by cavalry*, it became a duty to retire as other troops did.”

Having called the attention of your readers to the whole of Colonel Napier's authorities as I at first proposed, as nothing whatever is said or insinuated throughout them in opposition to the remainder of Colonel Clowes's statement, wherein he describes having found General Alten's brigade reformed, and mentions *receiving the repeated thanks of the General and Colonel Hervey for the services rendered them by the 3rd Dragoons, &c. &c. &c.*, these facts will, of course, be considered as admitted; nevertheless, in further support of this, as well as of the former part of Colonel Clowes's statement, I beg you will have the goodness to insert also the accompanying letters,\* which, since I last addressed you, have been received from several distinguished cavalry officers.

I now close this controversy, leaving it with the greatest confidence in the hands of the public; and to their judgment, and not to Colonel Napier's, do I appeal, whether this discussion *has, or has not*, been “imprudent, ill-judged, and unnecessary” on the part of Colonel Clowes and myself, and whether Colonel Napier was, or was not, justified in persisting with that tenacity which he has shown in retaining, unqualified, the passage declared offensive to the 3rd Dragoons, or whether he ought, or ought not, in common justice to that regiment, to have amended it agreeably to Colonel Clowes's statement.

In conclusion, I am requested by my late brother officers to avail myself of this opportunity of acknowledging publicly the grateful obligations which they and myself consider ourselves under to those noble and highly-distinguished officers who have so kindly and handsomely favoured us with their valuable testimony in support of our late corps, for whose honour we are naturally so warmly interested, and for whom we shall ever feel the highest regard and esteem.

To you, Sir, also, our best thanks are justly due, and most freely given, for the opportunity which your valuable journal has thus afforded us of vindicating the 3rd Dragoons from an *unjust and unmerited* reproach.

I remain, Sir, your much obliged,

D. G. JEBB, late Capt. 3rd Dragoons.

23rd March, 1838.

“Spondon near Derby, April 7th, 1837.

“SIR,—Having had the honour to command the 3rd Dragoons on the occasion mentioned at page 154, in the 5th volume of your History of the Peninsular War, where is stated, ‘The 14th Light Dragoons and German Hussars were hard pressed; the 3rd Dragoons came up in support, but they were soon driven back;’ and being conscious that the part taken by that regiment was undeserving of the reproach implied in the above statement, I should, immediately after the perusal of it on its publication, have addressed you in their vindication, had I not felt a repugnance to appear in the character of my own trumpeter.”

\* Commencing with that of Lord Edward Somerset, p. 540, &c.

"That restraint has, however, subsequently, and within the last week or two, been removed by applications from the undernamed gentlemen, formerly officers in the 3rd Dragoons, and serving in it at the time specified, calling upon me most earnestly to do justice to the 3rd Dragoons, by laying before you a simple detail of the duties performed by the corps on that occasion; feeling assured that, when you are in possession of them, you will not hesitate to remove the erroneous and unfavourable impression which they, as well as myself, consider your present statement calculated to make.

"Having thus explained the motives under which I have the honour to address you, and trusting that the subject will plead its own apology, as emanating from that *esprit du corps* so valuable in the estimation of every soldier, I will proceed, as briefly as possible, to relate the facts as they occur to my memory, assisted by 'memoranda' taken at the time.

"The 3rd Dragoons, at the period alluded to, were detached from their brigade (Major-General Le Marchant's), and placed under the directions of Lieut.-Colonel Osborne, Assistant Quartermaster-General, in support of two guns of the Artillery, on high ground commanding an extensive view of the enemy's forces, from whence, perceiving a large body of their cavalry advancing, apparently with an intention to attack Major-General Alten's brigade of cavalry, consisting of the 14th Dragoons and German Hussars, who were so placed as not to be aware of the force coming against them, I pointed out their danger to Colonel Osborne, and requested and obtained his permission to march the regiment to their relief. No time was lost; and on arriving at the top of some rising ground, I saw, at a short distance, the two regiments before mentioned retreating, broken, in much disorder, and the enemy in the midst of them. No sooner, however, did they (the enemy) observe us, than they retired so quickly, that before we could get clear from the broken troops, they had nearly rejoined their main body, when they fronted and formed.

"I continued to advance, and had given directions to attack them, when I was ordered by General Alten to halt and not charge them, he giving, as his reason, that his brigade had not rallied, and without their support any attempt on our part to charge so superior a force must end in defeat. I halted accordingly, and remained in line fronting the enemy until they (probably expecting that the remainder of our brigade were at hand) retired from the field.

"They had scarcely quitted the ground, when a division of the enemy's infantry, with artillery, opening a brisk fire upon us from the heights on our right; I retired at a slow pace, halting and fronting occasionally in expectation of the return of the French cavalry; they, however, not re-appearing, I continued to retire until under cover of the rising ground before mentioned, where finding General Alten's brigade rallied and re-formed, I was ordered by him, after receiving his and Colonel Hervey's repeated thanks for the services rendered them, to return to the station I had quitted.

"Such, Sir, are the facts relating to the part taken by the 3rd Dragoons on this occasion, with a loss to them in killed and wounded of one officer, eight men, and twelve horses; and I hope you will admit, that instead of their being soon driven back, they did not retire until they had effected the object on which they had volunteered their services.

"I have the honour to be, Sir,

"Your most obedient servant,

"W. L. CLOWES,

late Lieut.-Col. 3rd Dragoons.

"Col. Napier, &c. &c. &c."

Officers referred to above:—

S. Jackson, late Captain 3rd Dragoons.

W. Bragge, ditto, ditto, ditto.

J. Ratchiffe, Major Enniskillen Dragoons.

R. Webb, Major, unattached.

D. G. Jebb, late Captain 3rd Dragoons.

" Bath, April 12, 1837.

" SIR,—A severe and dangerous illness, which has reduced me to the last stage of weakness, must plead my excuse for answering your letter very briefly, as I am unable to sit up to a table.

" In my account of the combat at Castrillo, I followed the authority of Colonel Brotherton; but as your account is equally entitled to attention, I will, if you permit me, insert in my sixth volume an abstract of your statement. I say an abstract, because the expense of printing additional matter increases the cost of each volume in an enormous degree, and I have several statements besides yours to insert. I propose, also, to expunge the word *immediately* in the text, which will then agree with your own statements; but I must beg to observe, that I never meant, nor do I think that I have in any manner cast or implied a censure or reproach on the 3rd Dragoons by saying they were driven back by a *fire of infantry*. Everybody knows that cavalry must, and always do, avoid a fire of infantry when they are only brought up to engage their own arm. The part in which you and Brotherton differ most is in the effect produced by the arrival of the 3rd Dragoons: you attribute the retreat of the French cavalry to that arrival; he does not: and the French accounts certainly do agree more with his than with your opinion: but the best way I conceive is, without offering any opinion of my own, to insert the abstract of your statement, as I propose, in the sixth volume.

" I remain, Sir, your very obedient servant,

" Colonel Clowes, &c."

" W. NAPIER.

" Spondon, near Derby, May 20, 1837.

" SIR,—I have communicated to my late brother officers the proposal made to me in your letter of the 12th ult., to insert in your 6th volume an abstract of the statement, which I made to you, respecting the part taken by the 3rd Dragoons at the affair at Castrillo, and I have, within these few days, received the whole of their sentiments upon it.

" They are unanimous in opinion, and I perfectly agree with them, that if your abstract is such as to insure the object in view, viz. the removal of that indirect reproach which, although we acquit you of the intention, we still think your statement conveys, and if thereby justice is done to the regiment, we shall be perfectly satisfied.

" They, however, express doubts lest a brief abstract should have the desired effect, and therefore allow me to beg the favour of a copy of what you propose it to be before it is prepared for the press, and I will forward it for their perusal.

" Whether the arrival and conduct of the 3rd Dragoons did or did not occasion the retreat of the French Cavalry, must, of course, be mere matter of opinion, both on the part of Colonel Brotherton and myself; but if, as my friends think, Colonel Brotherton was not present with his regiment on that day, having been, as they believe, wounded on the 18th, the conclusion drawn from my observation is more entitled to attention than his.

" I am, Sir, your most obedient servant,

" Col. Napier, &c."

" W. L. CLOWES.

" Freshford, near Bath, May 23, 1837.

" SIR,—I have to acknowledge the receipt of your last letter. Since I wrote to you, I have communicated with Colonel Brotherton, and have received from him statements from various officers present at the affair of Castrillo; and those statements are so directly opposed to your statement, that I should put it to your farther consideration whether the matter had better be dropped or stirred. I cannot put your account in my work without the opposing statements; and they are so strong that I really think it would only give pain and vexation to all parties, without producing the effect you desire—because a dispute upon the performance of a regiment inevitably creates a doubt upon the subject, even though the testimony

should be strongest on your side, and in this case it certainly is very strong on the other side. However, you must decide. I am ready to publish all on both sides.

"I remain, Sir, your obedient servant,

"W. NAPIER.

"P.S.—The affair in question took place on the 18th; and Colonel Brotherton was wounded in that affair.

"Colonel Clowes, &c."

"Spondon, May 26th, 1837.

"SIR,—To enable me and my friends to take into consideration the proposal made to me in your letter of the 23rd instant, it is desirable that we should be put in possession of those statements relating to the affair at Castrillo, which you therein mention as having received from Colonel Brotherton and various other officers, and which you describe as being directly opposed to my statement; and as those counter-statements have proceeded in consequence of the communication of mine to Colonel Brotherton, you will, I am sure, not only consider me entitled to see them, but will have the goodness, as soon as convenient, to forward me a copy of them, and in so doing you will much oblige

"Your obedient servant,

"Colonel W. Napier."

"W. L. CLOWES.

"Spondon, May 30th, 1837.

"SIR,—I have this day received yours of the 27th,\* and I feel much disappointment on your declining to supply me with copies of the statements I applied for, which, you say, would be disagreeable to me to peruse, and upon which your original statement was founded.

"I shall forthwith communicate to my friends the position in which my correspondence with you has thus placed us, and I will again write to you when I hear from them.

"In the mean time, with that same frankness with which I am glad you have addressed me, though quite at variance with your plan of settling this matter, allow me to suggest, that, as the original statement of which we complain, was founded as you describe, and supplied by an officer whose commanding officer, the late Sir F. Hervey, repeatedly in the field of action expressed the obligation he considered himself and regiment under to the 3rd Dragoons for the services rendered to them; and as I have the testimony of friends of Sir F. Hervey, who have heard him speak highly in praise of the 3rd Dragoons on that occasion, let me suggest, in exchange for your plan, that an acknowledgment of those services coming from the same quarter from whence your original statement came, and authority therefrom, for its insertion in your sixth volume, would be the most probable mode of setting this matter at rest; whereas, if refused, and all satisfaction denied, I do not see how it is possible to do otherwise than proceed towards the vindication of an aspersion which, instead of, as we had hoped, being willingly retracted, seems to increase in injustice. The more it is investigated.

"I am, Sir, your obedient servant,

"Colonel Napier."

"W. L. CLOWES.

"Spondon, near Derby, August 2, 1837.

"SIR,—As you expressed a wish in your last letter to decline continuing our correspondence, I should not again have troubled you, had not my friends (with whom in consequence of their dispersion throughout the country, I have had much difficulty in communicating) requested me to

\* The replies of Colonel Napier to Colonel Clowes, of the respective dates of the 27th of May and 2nd of June, were published in our last Number.—Ed.



reply to that part of it in which you state, as the reason for declining a further correspondence, that 'your first offer had not been accepted.'

"They beg me to refer you to my answer to that offer, dated May 18th (20th?), wherein I gave you their opinion and my own, that 'if your abstract was such as to insure the object in view, &c. &c. &c., we should be perfectly satisfied with it: but having doubts lest a *brief* abstract would have that effect, we should be glad to have a copy of it before its insertion.'

"We are still of the same opinion; and if you are also still inclined to make the insertion you then proposed, subject to our view of it and approbation, we shall be much obliged to you.

"I am, at the same time, requested to say, that as it is, and always has been, our most anxious wish, whilst vindicating our own corps, to avoid the remotest insinuation against any other, we shall be glad to pay every attention, which you may suggest, towards softening down, or expunging any words in my statement directly or indirectly conveying such an insinuation.

"I am, Sir, your most obedient servant,  
"Colonel Napier." "W. L. CLOWES.

"Bath, August 22, 1837.

"SIR,—I have this day received a letter from my brother, Colonel Napier, who is at Barège in ill health. He desires me to open his letters. Among many others, I find one from you dated the 2nd instant. Being well acquainted with my brother's opinions, I can venture to assure you, in reference to the contents of your letter, that he will not submit any statement he may intend to make, either to yourself or to your friends. It was with this resolution that he (as you justly remark) declined a further correspondence with you, and I see nothing in your letter of the 2nd that can induce my brother to alter his determination. I therefore think it unnecessary to forward the letter to him. However, if you particularly insist upon it, I shall comply with your wishes.

I have the honour to be, Sir,

Your most obedient humble servant,

"CHARLES J. NAPIER, Major-General.

"I leave this town to-morrow for Ireland, and shall not return for a fortnight, at the *shortest time*. My letters will all remain here till my return.

"Colonel Clowes, &c."

"C. J. N.

From Lieutenant-General Lord Edward Somerset to Colonel Clowes.

"Manheim, Germany, Jan. 22, 1838.

"MY DEAR COLONEL,—Having been absent from England for several months past, I have only just received your letter of the 4th January, transmitting copies of insertions in the United Service Journal of the last and present month, with reference to the statements published by Colonel Napier in his fifth volume of the Peninsular War, relative to the operations of the 3rd Dragoons, when under your command, on the Guarena, on the 18th July, 1812.

"I trust I need not assure you that it would afford me great pleasure to give you a full and satisfactory answer upon a subject on which you must naturally feel so great an interest; but although I have a perfect recollection of the circumstance of the regiment being detached from the brigade on that occasion, yet, after the lapse of so many years, I cannot call to mind all the particulars that occurred; I am, nevertheless, enabled to state, from the recollection of some memorandums which I made at the time, that the impression on my mind of the result of this movement of your regiment is certainly at variance with the description given by Colonel Napier; and that so far from the 3rd Dragoons having been

*immediately driven back*, as stated by him, the remark in my notes, I think, was to the purport that the advance made by them, to cover the troops they were ordered to support, was attended with the desired effect.

"Lord Charles Manners having mentioned the subject to me last spring, before I left England, induced me to refer to my notes, which I have not now with me; and, consequently, the above statement is made from recollection—but I believe it to be correct.

"Believe me, my dear Colonel, very sincerely yours,  
"Col. Clowes, &c." "R. E. H. SOMERSET.

From Major-General Sir George Scovell to Lieut.-Colonel Clowes.

"Royal Military College, 8th February, 1838.

"MY DEAR CLOWES,—In reply to your letter, I have no hesitation in saying, that I have often heard the late Colonel Hervey state the obligation he felt himself under to you, and the 3rd Dragoons, for the gallantry displayed by you in relieving the Hussars and 14th from the perilous state in which the brigade found itself on the day of the Guarena; and from all I understood from him of the affair, it is correctly stated by Captain Jebb, in his letter to the Editor of the United Service Journal of the 20th November, 1837, with the unimportant error, of giving my poor friend Osborne the rank of Lieutenant-Colonel; he was killed at the battle of Salamanca a few days after the affair above referred to, with the rank of Captain.

"Believe me, very sincerely yours,  
"Lieut.-Colonel Clowes." "G. SCOVELL.

From Major-General Sir Charles Dalbiac to Colonel Clowes.

"31, Cavendish-square, 12th February, 1838.

"MY DEAR CLOWES,—I have received your letter with reference to the controversy which has sprung up, touching the share which the 3rd Dragoons bore in the action with a part of the French army upon the Guarena on the 18th July, 1812.

"You will quite understand, from the manner in which the 3rd Dragoons were detached from General Le Marchant's brigade upon that occasion, that I was not an eye-witness to the operations immediately referred to; but I had repeated opportunities of conferring thereupon with officers who were personally engaged in that affair, all of whom entertained the fullest impression that General Alten's brigade of cavalry were much indebted to the 3rd Dragoons, for the relief afforded by the advance of that regiment under your command.

"Such was the opinion of Lieut.-Colonel Osborne, the Assistant-Quartermaster-General, an old brother officer of mine, with whom I particularly conversed upon the subject, and I can venture to affirm that such was the conviction of General Le Marchant, who expressed himself in terms of warm approbation of the conduct of the 3rd Dragoons, according to the report which had been made to him.

"I can only add, that I was never more surprised than upon hearing, in the course of last year, that a difference of opinion had been started with regard to the affair in question.

"Believe me to remain, my dear Clowes,  
"Your most faithfully,  
"L. Clowes, Esq.  
"J. C. DALBIAC.  
late Lieut.-Colonel 3rd Dragoons."

From Lieut.-General Sir John Elley to Captain Jebb.

"Cholderton Lodge, Amesbury, 8th March, 1838.

"DEAR JEBB,—Your letter, dated the 4th, tells me a letter has been addressed to the Editor of the United Service Journal by Colonel Napier,

containing what may be considered a repetition of the operation of General Alten's brigade, as set forth in the fifth volume of the Colonel's 'History of the Peninsular War.'

"A statement given by Colonel Brotherton, for what purpose I shall not stop to inquire, appears to have been the cause of it. What the substance of such information may have been I know not; it, however, appears to have had the effect of placing on record a degree of implied reproach, on the conduct of the 3rd Dragoons, on the 18th of July, 1812, when brigaded with the Hussars and 14th Light Dragoons, which, in my humble judgment, it does not deserve.

"It is said lookers-on frequently see more of the game than those engaged in it: I was one of the former, and out of danger on the day above-mentioned; and my impressions were, that great commendation was due to the 3rd Dragoons for the prompt support given to the other regiments when retiring.

"Had the 3rd Dragoons charged the retreating French cavalry (which Colonel Clowes, I believe, was about to do, when checked by General Alten), it did appear to me, the regiment would have been committed by the rash attempt, and thereby involved with heavy masses of infantry and artillery, under cover of which the French cavalry retired. It would likewise appear that, in such a dilemma the broken squadrons of the retiring regiments would not be able to rally in due time to afford support.

"Although a period of nearly twenty-six years has elapsed since 1812, my notes of that campaign give aid to my memory, and yield a hope that I am not much in error in the statement I have given.

"I have declined publishing strictures on the Cavalry Service during the Peninsular campaigns, notwithstanding the desire of several friends that I would do it. I had many reasons for adopting this resolution, amongst others, I was unwilling to give pain to any gallant officer whose conduct might exhibit more zeal than judgment. I must also have endeavoured to describe what the cavalry arm *did*, and what it might have *done*, the *use* and *abuse* to which it was exposed, &c.

"I have occasionally, when my humble opinion has been required, given my testimony of the good conduct of a corps, without reflecting on another to add to its celebrity.

"To conduct an attack of cavalry is generally considered a service of no difficulty. It certainly is not, should the officer commanding be regardless of consequences. The test, however, of merit, in the leader is, to provide against a disorderly retreat, should *unavoidable* necessity require a retrograde movement.

"Galloping up to an enemy, and coming quicker back again, is a Cossack mode of warfare I do not admire in regular cavalry.

"Although unsolicited from any quarter, I am unwilling to conclude this letter without performing an act of common justice.

"During the war the 3rd Dragoons came under my immediate direction, on several occasions, particularly at Salamanca; and it affords me a real satisfaction in being able, unequivocally, to place on record the fact of my entire approval of the gallantry and steadiness of the corps, even under difficulties which could not have been surmounted without discipline, steadiness, and intrepidity.

"I am, dear Jebb, yours very truly,  
"J. ELLEY."

*The Nelson Testimonials.*

MR. EDITOR,—It is your particular province to watch, with an anxious and inquiring spirit, over all measures tending to the development of national feeling towards the Army and Navy, the guardians of the public safety in times of difficulty and danger, and whose interests are liable to be disregarded in blessed times of peace.

Taking this view of your calling, and feeling that you have honourably fulfilled your duty to the United Service, I now address you.

There is not a heart in England that does not exult and feel pride in the glorious career of our great naval and military commanders, Nelson and Wellington. It has been the fate of the latter to outlive his conquests, and to receive those plaudits from his countrymen which to many heroes have been posthumous.

How can national exultation be sufficiently expressed towards Nelson? is a question which has presented itself to every patriotic breast. That this feeling should be so vivid, and not weakened by the lapse of time, and that the public ways of the capital should to the present day be unadorned by any great work in commemoration of his renown, is incomprehensible.

The call to save Great Britain from the imputation of ingratitude towards her naval champion has proceeded from the proper quarter, from the service to which he was an honour; and yet there are two points on which I am disposed to cavil with the officers of the Navy. Why is this appeal to the nation so tardily put forward, and why was the call for a meeting to promote so popular a purpose not ushered to the world in a way which would have brought together the distinguished of all ranks of society? Can any one doubt but that the great Captain of the age would have been prominent in assisting on such an occasion? His generous spirit would have gloried in doing honour to his rival in fame, and in proclaiming the merits of the sister service. Ay, to an appeal to national feelings judiciously made, to a call for a meeting properly promulgated, thousands would have responded, and not a hall in London would have been sufficiently capacious to contain the multitudes desirous of doing honour to the memory of the great naval hero.

I do not quarrel with the Navy for claiming Nelson as her own; but this is a right disputed by every grade in the British Empire. The Army, Lords, Commons, Law, Physic, Clergy, Agriculturist, Merchant, Artist, high and low, rich and poor, all pride themselves in this great man, and all claim him as their own.

There are so many calls on the public purse that I think the Chancellor of the Exchequer was quite justified in declining to entertain the subject on the motion of Sir E. Codrington.

It is a point on which the feelings of the nation should be expressed, and I hope the committee will take such steps as may encourage the subscriptions of all ranks, and that they will invite the receipt, not only of shillings, but of pence; and thus permit the poor man as well as the rich to contribute in the display of national gratitude. If this plan is pursued, such a sum will be raised as will be unexampled for such a purpose in the annals of history.

To recommend the committee to re-commence business by calling another meeting, may not be judicious; but it is in their power in a great measure to remedy the error of the original proceeding, by calling the attention of all classes to the duty they owe to themselves in doing honour to one of the most single-minded, disinterested patriots England has ever produced.

I have the honour to be, Sir,

Your obedient servant,

London, March 26, 1838.

MILES.

*The Rotation System.*

MR. EDITOR,—Much having been urged by interested persons against the "Rotation System," and Army medical men having written and said a great deal of nonsense as to the mischief and sickness which they suppose would ensue on moving regiments from the West Indies to North America, even in spring or summer weather, I have great pleasure in stating that experience has now proved that this change may be made, even in the very depth of winter, without any risk of health to the troops; but on the contrary, that the change will benefit, all, and preserve the lives of many who would have fallen victims to a longer service in the West Indies.

Now as to facts:—The 65th Regiment came out to Berbice and Demerara in the year 1829. After serving three years and a half in these wretched and sickly colonies, they performed a tour of duty through the West India Islands, and were detached between Barbadoes and Grenada, when they were ordered, on the 7th of December last, after upwards of eight years' West India service, suddenly and unexpectedly, and provided only with thin cool West India clothing, to embark at twenty-four hours' notice on board her Majesty's ship Cornwallis, for Nova Scotia. After picking up the left wing of the regiment at Grenada on the 10th of December, the Cornwallis proceeded northward, and arrived at Halifax on the 2nd of January, disembarking the 65th the same day. Thanks to the exceeding kindness and hospitality of Captain Sir Richard Grant and all the officers of her Majesty's ship Cornwallis, to their military guests, the regiment suffered nothing on the voyage. Four days after the 65th Regiment disembarked from the West Indies, at Halifax, the right wing was ordered to New Brunswick, (St. John's and Frederick's Town,) to replace the 34th Regiment proceeding overland to Canada.

The regiment has now been upwards of a month doing nearly the whole of the garrison duty at Halifax, St. John's and Frederick's Town; and I rejoice to say, so far from suffering from the change, the men are wonderfully recovering their European looks and strength. I have now only twenty men in hospital at Halifax, and three in the wing at New Brunswick, or a total of 23 for the whole regiment; while in the West Indies there were usually more than double that number sick.

Two worn-out soldiers, habitual drunkards, have died since our arrival here, but they could not have lived longer anywhere, while I am sure at least 100 men have been saved by the change, and their constitutions regenerated, who would have died had the regiment remained a year longer in the West Indies.

The 1st division of the gallant 93rd Highlanders have just arrived from home direct; but I really think my old West Indians stand the cold on garrison duty just as well as their Highland friends, and I therefore hope and trust that the pretence of danger from change of climate can no longer be set up as a prop to a system of favouritism; and that the "rotation system" may be permanently established.

I have the honour to be, Mr. Editor,

Your most obedient servant,

H. SENIOR,

Halifax, Nova Scotia, 6th Feb., 1838.

Lt.-Col. 65th Regt.

## CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, March 21st, 1838.

MR. EDITOR,—This has been rather a bustling month: several ships have arrived and sailed; preparations are making for the embarkation of troops to Canada; a Court Martial has been held; but unfortunately a most melancholy shipwreck has taken place.

The rival frigates, *Inconstant* and *Pique*, have had a pretty good trial of their stability and powers during the last two or three winter months, having, as most of your readers know, been despatched from Cork to Halifax with the 93rd Regiment. The following is an account of the *Inconstant's* voyage out and home. When the *Pique* returns (and she is expected here, orders being at the Admiral Superintendent's Office to take her in dock if her defects require it) it is to be hoped that some of her officers will furnish equally clear particulars of her trip.

*Inconstant*.—On the 6th January, 1838, H.M.S. *Inconstant* sailed from Cork with the right wing of the 93rd Highlanders, under the command of Major Arthur, having on board, with her own crew, nearly 600 souls, including men, women, and children, and five months' provisions, baggage, &c. The wind had been blowing for some time from the westward,—the morning after she sailed it came round to the southward, and continued so four or five days, during which time she ran upwards of 1200 miles, about half the distance; on one occasion the *Inconstant* actually went upwards of fifteen knots, though only fourteen and a-half were marked on the log-book; after that she had nothing but a continuation of gales of wind accompanied with heavy snow storms; the wind veering from S.W. to N.W.

On the evening of the 20th January, after being out fourteen days, so much had the gale increased that the close-reefed maintop-sail and mainstay-sail were blown away, and the ship lay-to for the night under a close-reefed main try-sail. On the morning of the 21st the *Inconstant* was wore under bare poles: neither then nor on the previous night did she ship a single sea. In the log of that day, being, under close-reefed fore and maintop-sail, main and mizen try-sail, and fore stay-sail, at noon it was marked "hard gales with heavy squalls and a heavy sea; ship remarkably easy, carrying a turn weather helm." So intense was the cold during the snow storm that many of the men lost the temporary use of their hands, and some fainted away from extreme agony. On the 23rd January the ship got into soundings, but owing to the thickness of the weather did not make the land until the 28th, and on the 29th anchored in Halifax harbour, being twenty-three days from Cork, which, considering the time of year, must be admitted to be an extraordinarily quick passage, and having had two maintop-sails and two courses split to pieces.

The day the *Inconstant* got in, her sides and ropes were coated with ice; the thermometer down to eight, about twenty-four degrees below freezing point. On the 93rd landing they were met by several hundreds of the inhabitants, and most heartily cheered.

On the 6th February the *Inconstant* left Halifax on her return to England. For the first three or four days the wind was from the south and eastward. On the morning of the 10th February the wind suddenly shifted to the westward, which gradually increased to a hurricane. The ship was soon scudding under a close-reefed maintop-sail and fore-sail; in a short time there was a most awful and tremendous sea running, more so than the oldest sailor on board ever remembered to have seen: several seas came up astern as high as the mizen-top, and the horizon forward was frequently seen over the foretop-sail-yard; a small gig at the stern davits, however, remained there without sustaining the least injury. On

that day (the 10th February) the ship made 310 miles, an equal, if not a greater distance than any ship ever made in twenty-four hours. In consequence of the foremost davit being carried away the starboard quarter boat was lost, and in endeavouring to save the life of a man who was nearly washed overboard the First-Lieutenant (Sackett Hope) was seriously hurt, the bight of the boat's fall having got entangled round his leg, and he would most certainly have been dragged over the side if several of the watch had not rushed to his assistance. The boat in falling struck the spare maintop-sail-yard, which was outside the chains, carried away the after-lashing and part of the yard, and it went after the cutter. The sea increased during the night, and in the middle watch part of a heavy sea in the lee roll came over the starboard waist hammock netting, which filling immediately, it was of course washed away. As the hatches were not battened down, the officer of the watch ordered the deck to be scuttled in two or three places to clear her of the water, but it subsequently appeared to be needless, as her rolling was very easy, and nothing on deck was started, or scarce a rope-yarn strained aloft: it was not even requisite to double-breach the guns, although very heavy ones. After the gale moderated they had nothing but changeable winds, and anchored at Plymouth on the 23rd February, being seventeen days making the passage from Halifax.

The *Inconstant's* character for speed, after three successful trials with the *Pique*, could not be doubted; but her passage to North America, across the Atlantic and back, in the depth of winter, her lying-to and scudding in some of the heaviest gales of wind and stormy weather that could be met with in any part of the world, with such perfect ease, and without labouring in the least, has fully proved that she has not only speed but every other good quality requisite for a most perfect man-of-war, and, therefore, most justly may her gallant constructor, Rear-Admiral Hayes, be proud of her. The *Inconstant* has been refitted, and is perfectly ready again for service. We repeat, that a lucid description of the *Pique's* voyage to and from Halifax, with the head-quarters of the 93rd Regiment, will be highly interesting, to be placed in juxtaposition with the foregoing clear and admirable statement of that of the *Inconstant*.

On the 3rd instant H.M.S. *Actæon*, 28, Captain Lord Edward Russell, came to Spithead from the South American Station, having on board about 350,000 dollars on freight on merchants' account, and her Majesty's Envoy Extraordinary to the Court of Brazil, Henry Hamilton, Esq., and family. The *Actæon* left Valparaíso on the 2nd November; Rio Janeiro, 3rd January; and Bahia, 16th January. The squadron were disposed as follows:—The *Stag*, 46, Commodore Sullivan, at Valparaíso; *Imogene* at the South Sea Islands, but expected to be at Valparaíso about the middle of January; *Cleopatra*, at Mexico; *Rover* and *Basilisk*, with the Chilean squadron on the Coast of Peru; *Dublin*, with the flag of Rear-Admiral Sir G. E. Hamond, Lyra and *Spider*, at Rio Janeiro; the Admiral anxiously waiting to be relieved in the command by Rear-Admiral Ross; *Cockatrice*, at Buenos Ayres, and *Sparrowhawk* at Monte Video. The *Hercule*, French ship of the line, having the Prince de Joinville on board, and a corvette called the *Favourite*, arrived from Toulon at Rio on the 2nd January.

The *Samarang* was lying at Bahia for the protection of the British property, and the *Wizard* was at Pernambuco. All commerce at Bahia was completely suspended, the town and forts being in possession of the rebels. The British property was respected in consequence of the rebel chief having issued a proclamation declaring that any person found guilty of plunder should be shot. The Imperialists had received reinforcements of troops from Pernambuco, but the Rebel Chief, so far from evincing any symptom of surrender, declared he would arm the black population; and it is, therefore, more than probable that the most sanguinary result will be

the end of the rebellion. In the course of her service on the South American station the *Actæon* has visited several of the South Sea Islands.

[In a previous sheet a detailed account will be found of the *Actæon*'s sojourn among the various South Sea Islands, and we have, therefore, omitted it here.]

The *Actæon*, having landed her treasure, was ordered into this harbour to be paid off, and was put out of commission yesterday the 20th March: before this occurred her Captain had the bad luck to be compelled to have a Court Martial held on the Carpenter for repeated acts of drunkenness, and the charges being fully proved, the Court sentenced him to be reduced from the second class of warrant officers, of his rank, to the third class. The *Actæon* is to be taken in dock and brought forward for service again with all expedition.

On the 16th instant H.M. steamer *Columbia*, Mr. Thompson, R.N., Commander, arrived from Passages, bringing to England about 130 of the disbanded O'Connell Legion. The greater part have been moved from Spain in the Prince Regent and Alonzo transports, to Scotland and Ireland. Very few have volunteered to continue in the Spanish service. Those which the *Columbia* brought to this port were paid a portion of their wages in cash, but the arrears and gratuity were in the shape of a printed ticket, stating they were entitled to certain sums, which many will lose, and as they naturally say and think, be defrauded of both. Their outward condition was most pitiable, many being scarcely decent, and all filthy and dirty in the extreme. They mostly appeared healthy young men, and fit for service, but expressed themselves to be disgusted with the treatment they have experienced from the Spanish Government. They were landed at the Dockyard, and passed out as they received their money. Some have since been enlisted into the depôts in this garrison.

The *Bellerophon*, Madagascar, *Pique*, and *Orestes*, are daily expected. The *Bellerophon* having been on the rocks at Gibraltar, is to be docked and repaired here: she was in a most perilous situation, and but for the skill and seamanship of her Captain (Samuel Jackson, C.B.), aided by a well-disciplined crew, would have been lost. The Madagascar, since her outfit at Portsmouth, has been on shore once or twice in the West Indies, and her damages are so serious that she has been ordered home, and is also to be docked and refitted here with all expedition. The *Pique* I alluded to before. The *Orestes* has been upwards of three years in commission, and is ordered from the Mediterranean to be paid off.

The *Lily*, a new 16-gun brig, built by the present Surveyor; the *Modeste*, a corvette constructed by Rear-Admiral Elliot, C.B.; and the *Volage*, 28, have called here on their way to their several destinations: the two first are for the Cape station, the *Volage* for the East Indies. The *Volage* and her Majesty's late schooner *Pincher* sailed from Sheerness for this port on Sunday the 4th instant. Between four and five p.m. on Tuesday the 6th, the schooner was observed standing in for the Isle of Wight, to windward of the *Volage*; the weather fine, but the wind at times squally; the *Messenger*, Government steamer, two Irish steamers, and several other vessels were in sight, all bound up Channel; the *Volage* and *Pincher* working to Spithead. It is supposed, for no one is alive to tell the tale, that a squall caught the schooner, threw her on her beam-ends, and having a press of sail set, and a heavy gun amidships, with boats, spars, &c., on deck, she never righted, and all on board were instantly drowned.

It is also said, that when the *Volage* missed her, she made exertions to discover where she was; and that, it being then dark, a blue-light was burnt and a gun fired, to denote her position, in case any of the unfortunate people should be able to get to her; but beyond that nothing was done, for the *Volage* made the best of her way to Spithead, without keeping the sea all night, and at the dawn of day causing a look-out to be



kept for the wreck. It is also asserted, that not until the following Saturday, in consequence of the rumours prevailing of the loss of the schooner, was any inquiry or investigation made, and then a sort of gossip was held at the Port Admiral's Office about her and her unfortunate crew; for it does not appear that it led to any steps being taken to send in search of her, and the matter would probably have been dropped, the Volage being ordered to sea, but detained until Tuesday morning, the Captain's services being required as a member of a Court-martial.

However, on Monday the 12th instant, five days after the melancholy occurrence, two Cowes pilots called on the Port Admiral to state that they had seen the crutch of the main-boom of a vessel supposed to belong to a man-of-war, lying, or rather floating, about four miles and a half S.S.W. of the Owers light-vessel; and the Second-Master-Attendant of the Dockyard, having been despatched early on Tuesday morning, ascertained that the wreck of the Pincher is lying in about fourteen fathoms water, on her larboard broadside, with all sail set, and her head S.W. Measures were immediately taken to weigh her; and on Thursday Mr. Sadler again went with the buoy-boats, mooring, and other lighters, sailing craft, and a force of 100 riggers and seamen from the ships; and the Columbia steamer having landed her men from Spain, was promptly supplied with coals, and despatched after them.

Mr. Abbinett, of Gosport, with his crew, and their diving-apparatus, were also employed; but in consequence of the tempestuous state of the weather, and the heavy sea, upon the spot, they have all been compelled to return to port, without doing more than ascertain her exact position. Mr. Abbinett's men have been down twice, but could not see a single body; and although there are a variety of reports that some have been washed on shore, yet not one has been recognised. The gaff of her trysail-boom was brought to the Dockyard on Monday, having been picked up off Worthing; and this morning the Victoria, revenue cutter, brought in a small boat picked up off Beachy Head. The weather totally prevents all work upon her; and as Mr. Sadler thinks, and no one in the Dockyard is more competent to perform the work of raising the schooner, that it will require four or five days' calm weather to float her, there is every probability that she will be broken to pieces before quiet weather occurs.

It remains now only to say, that the Pincher was built at Bermuda in 1826, of cedar; she was paid off not long ago at Chatham, and after being repaired, was fitted for sea again, and the command of her given to Lieut. Thomas Hope (a), who, with the following officers, seamen, Marines, and boys, were supposed to have been in her when she overset. Their names appear on the last muster-book left at Sheerness; whether there were any passengers or not, unconnected with the Navy, time only will discover:—

Thomas H. Snoswell—Clerk in Charge.

Andrew Anderson—Assistant-Surgeon.

William Yeames—Second-Master and Pilot.

Michael Kelly—Clerk in Charge to join Griffin.

William Gray—Boatswain's-Mate.

William Sergeant, Richard Ward, John Glynn, Charles Parker, Abraham Logan, George Thomas, Hugh Williams, James Denning, Charles Arthur, James Rogers, James Doyle, Allen Gibson, John Walker—Able Seamen.

Elias Laurie—Gunner's Crew.

Edward Parsons, Thomas Harris, John Browning, Robert Scott, John Ross—Boys of the First Class.

Thomas Hamilton, Robert Newman—Boys of the Second Class.

William Pelly, corporal; and Samuel Curtis, Edward Woods, Nashe Clarke, William Goodman, and Peter Dennis, privates—Royal Marines.

The Apollo troop-ship is ready for service; and the Athol, having returned from foreign service, is preparing again for sea. The Barrack

Master of the Garrison has orders to send stores to Winchester, for the use of the two battalions of the Guards which are to march from London on the 26th instant into that city. It is believed they will be kept there until the troop-ships are quite prepared to take them on board, and then hauled alongside the Dockyard: the troops will then make a forced march into the yard, and step from the jetty into the ships. There are orders to take charge of all baggage that may be sent down, and about sixty tons belonging to the Grenadier Guards is now on its passage to the Dockyard. The Malabar and Hastings will each take troops, and the Inconstant, Pique, and, no doubt, Madagascar, so that Lord Durham will depart from Spithead with a large force. There are two steamers to accompany the squadron.

The following Midshipmen passed for Lieutenants at this port on the 13th instant:—Mr. John E. Bridges, Lord Fred. H. Kerr, Mr. C. H. May, Mr. A. R. Dunlop, Mr. T. C. Hodgson, Mr. P. G. Nettleton, Mr. Geo. L. G. Bowyear.

P.

P.S.—The Tagus steam-packet has arrived at Falmouth; and by her we have letters from the Mediterranean squadron up to the end of February, and from Gibraltar, Oporto, and Lisbon, a fortnight later. Admiral the Hon. Sir Robert Stopford was at Malta with the following ships:—Princess Charlotte (flag), Rodney, Vanguard, Barham, Portland, with the flag of Rear-Admiral Sir T. Briggs; Ceylon, with the broad pendant of Captain Superintendent Sir John Louis; Dido, Tyne, Beacon, Wolverine, Magpie, and Confiance. The Asia had gone to Athens. Previous to her going, an exchange had taken place between Commander Holt of that ship, and Commander Newell of the Orestes. The latter ship was to sail for England immediately, and may be daily expected. The Portland had her orders also, and is on her passage home, with Rear-Admiral Sir T. Briggs and family. The Bellerophon was in the Mole at Gibraltar. Captain Jackson has applied to leave the ship, that he may take up his appointment as Superintendent of Pembroke Dockyard, and for Commander Picking to be allowed to bring the Bellerophon to England; but as the latter is sick in Gibraltar Hospital, it may be some weeks before she arrives. The vacancy in the fleet occasioned by the death of Lieutenant Arlett of the Confiance has been given to Mr. Richard Oliver, Mate of the Princess Charlotte—the command of the Confiance to Lieutenant Stopford, a nephew of the Commander-in-Chief.

In consequence of Captain J. W. D. Dundas, M.P. for Devizes, having accepted the appointment of Clerk of the Ordnance, a new Captain to H.M.S. Britannia, the flag-ship of Admiral Sir P. Durham at this port, will be nominated. It is reported that Captain J. N. Taylor, C.B., will be the person.

The Nautilus is ordered to the Coast of Africa to relieve the Childers.

Lloyd's, March 21, 1838.

Sir—The Committee for managing the affairs of Lloyd's have had their attention drawn to the following paragraph in the United Service Journal for the present month, under the head of

“Correspondence from the Principal Ports and Stations.

“Portsmouth, Feb. 21, 1838.

“Since my remarks upon the floating bridge, which was in contemplation between Gosport and the towns of Portsmouth and Portsea, the proposers of, and subscribers to, the undertaking, after getting the shareholder filled to the amount of £6,000 (all that was required) drew up their petition to Parliament for leave to have it, when, behold, an opposition sprung up from a quarter not before expected, viz.—the Committee of

Insurance at Lloyd's, who, through their Secretary, announced their intention not to open an insurance on any vessels that might visit Portsmouth Harbour while such a formidable structure as a floating bridge was plying between the towns, and rendering the anchorage dangerous, and the cables and hawsers of ships liable to injury."

I am directed to inform you, that the statement is utterly destitute of any foundation, and to request that you will insert a contradiction in your next Number.

I am, Sir, your obedient servant,

W. DOBSON, Secretary.

\* \* The foregoing has arrived too late for reference to our Portsmouth correspondent this month. We shall ascertain, by our next, the foundation of the statement alluded to—in the mean time we append Mr. Dobson's contradiction.—Ed.

Plymouth, March 20th, 1878.

MR. EDITOR.—The Britomart, 10, tender to the Alligator, 28, Captain Sir J. Gordon Bremer, went out of Hamoaze into the Sound on the 20th ult., having completed her chain messenger, the fitment of which appears to have been the chief cause of her detention in harbour for nearly a fortnight previously. Both the Britomart and Alligator were paid wages in advance on the 21st, and sailed, in company, on the following day, to proceed on their voyage to Australia. The severe gales which these ships encountered shortly after they left this port made it necessary that the Alligator should return, having sprung her bowsprit; she came back accordingly on the 26th, was brought into harbour, and supplied with a new one: on the 4th of this month she again went out of harbour, and took her final departure on the 8th, expecting to fall in with the Britomart at Teneriffe.

The Calhope, 28, Captain T. Herbert, came into the Sound on the 23rd ult., and sailed on the 2nd of this month for her destination, South America. The Vulcan, steam revenue-vessel, Lieutenant-Commander Crispin, from Portsmouth, also arrived on the 23rd ult., and sailed for a cruise on the 27th; and the Diligence, transport, came in on the same day from Portsmouth, with stores for the Dockyard.

The Inconstant, 36, Captain D. Pring, arrived in the Sound on the 24th from Halifax, having conveyed thither, from Cork, part of the 93rd Regiment. It appears that on her passage out she ran, for two successive days, 277½ miles per day, and during that time she sailed 28½ miles in two hours, under double-reefed top-sails, and topgallant-sails. In coming back she made good 310 miles in twenty-four hours, and completed her passage within eighteen days, having left Halifax on the 6th of February. She experienced severe weather both out and home. On the 11th and 12th it blew a heavy gale from the S.W. On Sunday the 18th a seaman fell from the flying jib-boom: the life-buoy was instantly lowered, and two of the "young gentlemen" on board readily jumped into a boat in the hope of rescuing the poor fellow from a watery grave; but the sea was running very high at the time, and after an absence of more than two hours from the ship, they returned to her, finding that their efforts were unavailing.

The interest which is felt at this port respecting the Inconstant has caused particular inquiry to be made into her actual condition after the severe weather she encountered in twice crossing the Atlantic, more especially as she came into harbour to undergo certain repairs, which, being imperfectly understood, have been greatly magnified by common report. So much has been said of the too slight construction of this ship, as regards the scantling of, and openings between, the timbers of the frames, that it was generally supposed she would exhibit symptoms of having strained

herself considerably; but as the contrary proves to be the case, it may be inferred that if her structure be too slight for ships in general of her class, the plans from which she was built were so ably designed as to have produced an easiness in her evolutions which has favoured her greatly in all her movements. The most serious injury which the ship has sustained, seems to be that which arose from the larboard fore-channel having been partially started by a heavy sea, which struck it on the underside. In other respects the defects were, I believe, of an unimportant character. They have all been made good by the Dockyard, and the ship went down into the Sound this morning, to wait orders.

On the morning (Sunday) of the 25th ult. the tides rose to a height exceeding between five and six feet, the ordinary level of high-water at spring tides, inundating many parts of Stonehouse and Plymouth to such an extent that communications from house to house could only be effected by the aid of boats.

The Caledonia, 120, paid off at this port in September last, was taken into dock on the 26th ult., to be newly coppered and have her defects attended to. She occupies the dock in which she underwent a thorough repair eight years ago, since which time she has been flag-ship here to Sir Manly Dixon; she was afterwards employed for about one year and a half on Channel service in command of Captain (now Rear-Admiral) Sir James Hillyar; and lastly, was re-commissioned in May, 1833, for the flag of Sir Josias Hornley, on the Mediterranean Station, whence she returned six months ago, was paid off, and put into ordinary.

The Sylph, cutter, arrived from Portsmouth on the 26th ult.; she is to be fitted as a tender to the Royal Adelaide, in the room of the Netley, and the latter vessel is to be fitted up and employed as a sailing-lighter. The Lightning, steamer, Lieutenant-Commander J. Shambler arrived from Woolwich on the 27th ult., and returned thither on the 2nd of this month, with the family of Captain Phipps Hornley, C.B., Superintendent of Woolwich Dockyard, on board.

The Devon, lighter, belonging to this port, arrived from Pembroke on the 28th, and on the 8th inst. sailed for the north coast of Spain with stores and provisions for Lord John Hay's squadron. The Savage, 10, Lieutenant-Commander Hon. E. R. Curzon, was paid wages on the 28th, and sailed for the north coast of Spain on the 7th of this month, having on board, as passengers, Captains Spurill and Graham of the Royal Marine Corps, who have gone out to join the battalion at San Sebastian. The former of these is to relieve Captain Steele, who is appointed to the Marine Artillery. The Hind, cutter, came in on the 1st of the month from the Mediterranean, dismasted, and is laid up for the present in ordinary.

Mr. Lloyd, Assistant Inspector of Government steam machinery, who is attached to the Dockyard at Devonport, returned to his duties on the 1st instant, having completed a tour of inspection to the various steam-packet stations at Pembroke, Waterford, Holyhead, Dublin, Liverpool, Portpatrick, Dover, and Weymouth, which he will re-visit periodically, for the purpose of keeping up an accurate knowledge of the efficiency of the machinery of the steam-vessels employed as packets, for the information of My Lords Commissioners of the Admiralty.

The Camel, lighter, arrived on the 2nd instant from Pembroke with stores for this yard; the Duck, lighter, sailed on the same day with stores for Sheerness; and the Elizabeth, transport, for Woolwich. The Espoir, 10-gun-brig, Lieutenant-Commander Poulson, went out of harbour into the Sound on the 3rd inst.; she was paid two months' wages in advance on the 5th, and sailed on the 9th for Falmouth, and afterwards for the north coast of Spain and Lisbon.

The Barrosa, troop-ship of 630 tons burden, Mr. Gray, Master, arrived from Cork on the 6th instant, leaving there the 78th Regiment of Highlanders (400 strong), whom she brought from Ceylon, after an absence of

eleven years. She was taken into dock on Tuesday last (14th instant) to be newly coppered, and it was not before she wanted it: she was nearly five months making her passage from Ceylon to Cork. Her next voyage will be to Halifax with detachments of the Royals, 37th, and 43rd Regiments, for whose reception she is now being fitted up at the Dockyard, with accommodation for 600 men, besides women and children. She will be undocked to-morrow (21st), if there be sufficient water to float her out, and will be finished by the Dockyard, in all respects, in about a week from the present time.

The Lily, 16-gun brig, Commander J. Reeve, went out of harbour on the 7th, was paid wages in advance on the 9th, and sailed for Portsmouth on the 12th, where it is expected she will be joined by the *Modeste*, corvette of 18 guns, Com. Eyres, for the purpose of affording these vessels an opportunity of trying their relative rates of sailing.

The Tortoise lighter sailed on the 9th for Falmouth, with artificers and stores from this Dockyard, to assist in getting the Ranger packet off the rocks at Trefusis Point, having been driven upon them during the gale of the 15th ultimo, when she broke from her moorings. Mr. Spiller, who is one of the assistants to the Master-Shipwright, was ordered to Falmouth on the 4th instant, to inspect the position and state of the vessel, and, having well considered the best means of extricating her from her difficulty, to determine upon the requisite number of shipwrights, and the kinds and quantities of stores necessary for launching or lowering the vessel into deep water. The object has not yet been accomplished, but some progress has been made towards it, and there is very little doubt but that in the course of a few days the Ranger will arrive safely at this port to undergo the needful degree of repair.

The Athol troop-ship arrived on the 9th from the Mauritius, last from Portsmouth, with the service companies of the 29th Regiment. They landed the same day, and the Athol again sailed for Portsmouth on the 12th. This ship left the Mauritius on the 10th of December, and put into Cork on the 27th of February (on account of bad weather), having made her voyage in seventy-nine days, which, on an average, takes nearly four months. The following are the officers of the 29th Regiment who came home in her, viz.:—Lieutenant-Colonel Simpson; Brevet-Major Hicken, Captain Lucas, Lieutenants Hon. W. F. Byng, J. O. Lucas, W. Hemphill, G. L. Way, and A. St. George Stepney, Paymaster Farewell, Adjutant Hemphill, and Surgeon Ingham.

The Sylph, tender to the flag-ship, was taken on the wet-slip on the morning of the 12th, and turned off again the same afternoon, having had her copper examined, and partial defects made good. She is now in the South Channel, fitting for the use of the Port-Admiral, who struck his flag on the 13th, to absent himself on leave, during which period the duties of Port-Admiral will devolve upon Rear-Admiral Frederic Warren, Superintendent of the Dockyard. The Mutine packet, Lieut. Com. Pawle, having completed her defects, sailed on the 12th for Falmouth. The Weazel, 10, having undergone a slight repair, and been put into sea-going condition, was masted on the 13th instant, and afterwards brought alongside the jetty, ready for commissioning.

On the 14th instant, the Columbine, 16, Captain Henderson, arrived from the Coast of Africa, bringing news of great mortality among the cruisers on that station. The Forester, brigantine, fitted out at this port in November last, had lost her Commander, Lieutenant Rosenberg, and ten men; the Bonetta had lost her Commander, Lieutenant-Deschamps, the Assistant-Surgeon, Assistant-Clerk, and twenty-two men; the *Ætna*, three officers and twenty-two men; and the Raven, her Assistant-Surgeon, Second-Master, Mate, and ten men. Lieutenant McCleverty and five men belonging to the *Ætna* are the only persons who escaped contagion. It appears that the Buzzard, 10, was to have left within a day or two after

the Columbine; she is, therefore, hourly expected. The *Orestes*, 18, Com. Newell, may also be looked for very shortly, as she is to leave Gibraltar at the end of this month.

The *Talbot*, 28, lying alongside the Dockyard, is quite ready for commissioning: report gives her to Captain Codrington, Sir Edward's son. The *Pilot*, 16, building, will be launched about June: she will be a very desirable command, and many are, no doubt, already anxiously desiring the appointment. The *Jasseur*, 16, is at one of the jetties, where she will undergo a slight repair, and be fitted for sea-service: The *Malabar*, 74, Captain Harvey, having been fitted for the conveyance of troops to Halifax, will leave the hulk in a day or two to take in sailing moorings, and at the end of the month will go down into the Sound. She has left her lower-deck guns on shore: her main-deck is entirely covered in over the skid-beams; and she will be capable of carrying out upwards of 700 men.

The high tides alluded to in a former part of my letter, being accompanied with a heavy sea from the S.W., have, I regret to say, been productive of some mischief to that splendid work the breakwater, many stones having been upset, and the whole of the cranes at the west end thrown down. I am not acquainted with sufficient particulars to afford you further information on the subject, but am induced to think that the injury sustained is by no means trifling.

It affords me pleasure to say that our neighbour, Rear-Admiral Sir James Hillyar, who resides at Torpoint House, Torpoint, has been awarded a pension of 300*l.* per annum, as one of the sea Flag-Officers entitled to the same, pursuant to the recommendation of the Select Committee of the House of Commons on Army and Navy Appointments. That gallant and distinguished officer led the boats in cutting out two Spanish corvettes at Barcelona; he assisted in the *Phœbe* at the reduction of the Mauritius, and in the capture of *La Néréide* and two other French frigates; captured the *Essex* American frigate after a most gallant action; and rendered effective service when commanding the *Niger* on the Coast of Egypt.

I had almost omitted to mention the arrival of the *Volage*, 28, Captain H. Smith, on the 16th instant, from Portsmouth; she sailed again on the 18th for the Cape of Good Hope and India.

Your's, &c.

D.

Milford Haven, March 26, 1838.

MR. EDITOR,—Since my last monthly communication, it has been officially announced to the officers of Pembroke Yard that Captain Jackson, C.B., at present in command of the *Bellerophon*, 74, is appointed to the Superintendency of that arsenal, and the command of the Royal Sovereign yacht, vacant since the death of the late Captain Cumby.

The following epitaph on the latter gentleman is from the pen of James Prior, Esq., author of the '*Life of Goldsmith*,' &c.:—

Here, where the best and bravest all must lie,  
Lies one, who living, often dared to die!  
Train'd to the seaman's art: that rigid school  
Taught him with zeal to serve—with skill to rule;—  
Ne'er from his public duty tempted to swerve,  
His praise in private what the good deserve.  
Brave—yet the softer virtues ruled his mind,  
And though a warrior bred, he loved his kind;  
Ne'er met a foe his wish was not to spare—  
No danger 'scaped, but breathed to Heaven his prayer;  
Through many a clime pursued a venturous way,  
Till victory crown'd him in Trafalgar Bay.  
Such Coxswain was;—to weep is all we can—  
A gallant chief, a mild and honest man!

On the 24th ultimo, the Castlemartin Yeomanry Cavalry, under command of Major Bowling, after a field-day's exercise, dined together at Pembroke, in commemoration of the surrender to their arms of a body of French infantry which landed at Fishgard, in this county, some forty years ago. The Commandant is, however, the only individual now belonging to the corps who was present with it upon that occasion.

During the late gales, the Prospero steamer-packet, Lieut. Stevenson, R.N., Commander, was very nearly being wrecked on the Coast of Ireland. Fortunately, she was driven into Youghall, over the bar of which she was literally lifted by a heavy sea. She arrived here on the 28th ult., and was immediately taken into dock to have her defects made good, where she still remains. They will be completed on the 31st inst., when she will again resume her duties on the station.

The following vessels, constructed on the plans of Sir William Symonds, the Surveyor of the Navy, will be launched from Pembroke Yard during the ensuing summer, viz. :—

The Grecian—6th rate—a corvette—to carry 16 guns.  
 The Daphne—ditto ditto ditto 18 guns.  
 The Peterel—a packet.  
 The Penguin—ditto.

The preference is being given at that establishment to the completion of small craft, although there are some large ships constructing there. The Gleaner, formerly the Guluarg, steam-packet, Lieut. Davies, R.N., Commander, put in here on the 12th inst. through stress of weather, on her passage from Holyhead to Woolwich. Having taken in a supply of coals, she sailed on the 15th. Lieut. Carr, R.M., has relieved Lieut. McKinnon at Pembroke. The detachment at that place, under Captain Mitchell, are in a most efficient state. It is rumoured that Mr. T. C. Jones, Surgeon of Pembroke Royal Dockyard is to have the vacancy caused at Chatham by the superannuation of Dr. Rowlands. A new landing-place is being constructed at Pembroke Yard, which is nearly completed, as well as the new roof over the building-slip.

G.

#### REVIEWS AND CRITICAL NOTICES.

##### AUBER'S RISE AND PROGRESS OF THE BRITISH POWER IN INDIA.

If we have been slow to notice this work, it has not been for want of a due appreciation of its ability and value. No person could have brought more competence to the task than Mr. Auber, long the respected Secretary to the Court of Directors. We have, in consequence, an authentic political history of our mighty empire in the East from the epoch when, having previously existed by incorporation in the reign of Elizabeth, *anno* 1600, it rose into some importance under "The United Company of Merchants of England trading to the East Indies," incorporated in 1608 by William the Third, down to the dissolution of the Company's Commercial Charter in 1833—when, in the language of Mr. Auber, "the converse of the proposition submitted to Parliament in 1783 was adopted by the Legislature, and agreed to by the proprietors." By this we understand that while, in the former case, it was virtually proposed to vest the political power and patronage in the King's Government, leaving the commercial privileges to the Company, in the latter the political power remained while the commercial monopoly was extinguished.

The career of the British East India Company has been the most remarkable on record, and exhibits a successful solecism in the history of governments—a glorious experiment, with all its faults. Its acts are

fairly recorded, and its most eminent servants and officers faithfully portrayed, in the clear and authoritative narrative of Mr. Auber, who has added to the merit and popularity of his official capacity by this consummation of his literary labours.

#### EASTERN INDIA. By Mr. MONTGOMERY MARTIN.

THIS is the first volume of a publication destined to comprise the results of a statistical survey undertaken some years back by direction of the Honourable Company. The inquiries were to extend throughout the whole of the territories subject to the immediate authority of the Presidency of Fort William. The tract contains 60,000 square miles, and 15,000,000 of British subjects. The survey was zealously conducted by the well-known Dr. Buchanan during a space of seven years, but was left incomplete. Mr. Martin, having concluded the compilation of Lord Wellesley's Despatches, was permitted by the Directors to inspect and make selections from the documents connected with the survey, and has succeeded in compiling the first portion of a publication which, to judge from this specimen, is likely to prove of much intrinsic value, as well as creditable to his vicarious labours.

#### OBSERVATIONS ON THE PREPARATION AND DISCIPLINE OF THE BRITISH NAVY—WITH SUGGESTIONS FOR A BETTER SYSTEM.

THERE is a fund of good sense and right feeling in this pamphlet; and as we concur in its views, as well as in the remarks of the intelligent correspondent by whom it has been kindly transmitted to us, we avail ourselves of the observations of the latter, regretting that we have not room for the extracts to which he refers.

It is gratifying to see these manifestations of zeal for the Service emanating from so many competent quarters. Officers appear to be awake, and anxious to awaken others to the "New Wants" of the national arms. We may remark, by the way, with reference to Captain George Smith's pamphlet, noticed in our last, that it is not to be inferred from the order in which that notice is given that Captain Smith's suggestions were deduced from the *brochure* which stands immediately before it in our critiques. Captain Smith's publication preceded the "New Wants."

The enclosed pamphlet (under the above title) has only just fallen into my hands, and it appears to me well deserving the notice of the United Service Journal, as containing a clearer and more statesmanlike view of the present state of our Navy than I have seen since Sir Charles Penrose's posthumous work in 1830, to which we may truly attribute most of the improvements which have since taken place in those points to which he more especially adverted.

We appear, however, to be again fast relapsing into languor and apathy, and unwilling to attend to any subject except those low and degrading party politics, which alone appear capable of animating and exciting us, and which are now unhappily extending their baneful influence over those professions from which they ought to be most carefully banished.

It is for this reason that I am anxious to induce you to call the attention of your readers to the observations in question, feeling confident that, if the nation could once be made aware of the actual state of the Navy, and the negligence of the Admiralty, a change of system would be so loudly and urgently demanded, that no Government would venture to persevere in a course which they well know cannot be defended.

The appearances of danger and insecurity are rising in many quarters of the political horizon, and it is but too probable that our well-known want of preparation, or attention to our Navy, may encourage some of our



ancient and formidable rivals to seize so favourable an opportunity of avenging their former disgraces. Allies, I fear, we have none; the fleets of Spain and Portugal will not inspire our enemies with any extraordinary awe; and it seems but too probable that our domestic weakness and dissensions may encourage an attack which few would venture to hazard against a prepared and united empire.

"Residing, as I do, at one of our great sea-ports, I can bear ample testimony to the correctness of all the statements contained in the pamphlet, especially those which relate to our most imperfect state of preparation, our neglect of exercise and instruction at sea, and the remaining subjects so forcibly enlarged on, particularly from page 9 to 17, from which some extracts would, I think, be very interesting to your readers, if you have not room for a more extended review of the work.

"I am, Sir,

Portsmouth.

"A NAVAL OFFICER."

#### TALES ABOUT WALES. BY A LADY OF THE PRINCIPALITY.

RESPECT for the memory of a valued contributor, the late Captain Robert Campbell of the Navy, by whose accomplished widow this excellent little work has been composed for the instruction of her children, would have been sufficient to induce us to notice it. To this consideration its intrinsic merit, respect for the authoress, and the name of Captain Basil Hall, who, with his wonted kindness, has testified his regard for an old friend and brother officer by editing this manual, which he has prefaced by a letter replete with good sense and good feeling, in which he introduces some noble traits of the character of Captain Campbell, have lent additional motives. Mrs. Campbell has treated the subject with skill and an ample command of Cambrian lore, and readers much older, and, in their own idea, wiser than the little folks for whose benefit it was composed, may derive information from this accurate and pleasing compendium of Welsh history.

#### A CONCISE REVIEW OF THE CAMPAIGNS OF THE BRITISH LEGION IN SPAIN. BY LIEUT.-COLONEL HUMPHREY.

A PRINCIPAL part of the historical portion of this narrative appeared in our Number for June last, and attracted attention from its tactical character and bold views. The remainder consists of discussions and correspondence connected with the neglect and dissolution of the Legion, into which we do not choose to enter. The writer is an officer of ability, and treats military questions with a competent share of professional science.

#### NOTICES TO READERS AND CORRESPONDENTS.

We are compelled, by the length of the correspondence respecting the 3rd Dragoons, to omit a number of communications which are in type or in readiness for insertion. Amongst these is a reply from Major Mackie to Sir John Capperon.

"J. M." too late. Not received till 23rd.

"Miles" (Nelson) will find a communication from us at the Publishers, which we request may be called for.

A letter for "J. F." was sent some time since to Marlborough-street, where, we believe, it still remains for his promised call. We have no other means of addressing him.

"W. D. B." shall hear from us as he requests. His packet was duly received.

"Borussus" is thanked. These ridiculous *errata* will occur in spite of every care.

## EDITOR'S PORTFOLIO;

OR,

## NAVAL AND MILITARY REGISTER.

## AFFAIRS AT HOME AND ABROAD.

It was not to be expected that the fermentation in the Canadas would have been allayed even by the signal successes of the Royal troops, or that the turbulent and disaffected spirits who were thus thwarted in their selfish schemes would be thereby converted into loyalists and honest men. Accordingly we learn that the French party, emboldened, it would seem, by the protracted presence of Lord Gosford, is still agitating the Lower Province, while the Upper is again threatened with invasion by the re-assembled vagabonds of Navy Island, joined by the off-scourings of the American border. Except as protracting the restoration of tranquillity and industrious habits in the disturbed districts, these attempts are utterly contemptible, and will doubtless yield to a single month of Sir John Colborne's supreme Government.

With respect to the Americans, the conduct of the population continues as hostile to the British, and as much disposed to aggression, as at the commencement of the outbreak; while the General Government continues its professions of amity, and apparently employs the little power it possesses in checking the lawless movements of its intractable subjects. The cutting out of the piratical steamer, *Caroline*, moored in the Niagara, near what turns out to be a mere landing-place, with a single public-house, retaining the imposing name of Fort Schlosser, continues a *veraxa questio* amongst the *doctrinaires* of neutrality;—on the expediency of this act justice and common sense have long since passed an approving judgment.

To the foul disgrace of America the ladies of Sir Francis Head's family, on their way through the border States to New York, there to be joined by Sir Francis, on his being relieved by Sir George Arthur, were grossly insulted and menaced by the semi-savage, citizens of Rochester. These enlightened "patriots" had even arranged to way-lay, and probably dispose of by the summary process of Lynch Law, Sir Francis himself, who, fortunately for his own person in the first instance, and the citizens of Rochester in the second, remained at Toronto. The presence of such a British force as will soon be assembled in North America, we have no doubt, will materially contribute to control the "eccentricities" of our neighbours of the States, and facilitate the equitable arrangement of the Boundary question, which ought not to be delayed another year.

The following extract from a letter of a correspondent in Upper Canada shows the spirit by which the loyal population of that noble province is actuated:—

"Port Samia, Feb. 6, 1838.

"In my letter of the 17th of December I informed you a rebellion had broken out in some parts of these provinces, and of the measures which I,

in conjunction with other gentlemen, were taking to preserve order here. On the 6th of January I received a letter on service by express requesting the magistrates to arm all the inhabitants, and to prepare to defend the western frontier, as it was ascertained that a large body of rebels and Americans were meditating an attack upon us. It was delightful to see with what alacrity our loyal men turned out; and, although the weather was uncommonly severe, almost every man was at his post the following day.

"As the Militia had never been organised in these new settlements, the magistrates had to appoint officers for the time being." The inhabitants of Moore, the township in which I reside, were formed into three companies. . . . We are stationed on the St. Clair River, about ten miles from Port Samia (the Rapids), and about seven miles from my own home. At the expiration of a week we drafted all the young and effective men into the first company, and allowed the other companies to return to their homes, but to turn out again at a moment's notice should their services be required; for the women and children could not live in the woods without some men to supply them with provisions, feed the cattle, and cut fuel for them. . . . Everything is now getting quiet; and the Americans are, I believe, now trying to preserve a strict neutrality. The Goodrich, Plymton, and Samia Militia, are stationed at Port Samia. I occasionally go home for an hour or two about once a-week; and hope sincerely that all will be soon sufficiently quiet to enable us all to return to our homes."

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On Thursday the 22nd ult. the Brigade of Guards destined for Canada, consisting of the 2nd Battalion Grenadier and 2nd Battalion Coldstream Regiments, was reviewed in Hyde Park by Lord Hill; his Royal Highness the Duke of Cambridge and the Duke of Wellington, as Colonels respectively of those regiments, and Prince George of Cambridge, were also present. The troops mustered 1420 rank and file on the ground, and made a most soldier-like appearance. We have seldom seen so fine a body of men under arms; their line was beautiful, and recalled, on a small scale, some of the memorable formations of the Peninsula—that at Redinha, for instance. The Brigade was headed by its gallant chief, Sir James Macdonell, and at the close of its movements was addressed in suitable terms by Lord Hill. The Grenadiers marched in two divisions on the 26th and 27th for Portsmouth, to embark; the Coldstream followed on the 28th and 29th. Each Division was cordially cheered and accompanied for some distance by the people.

Notwithstanding the groundless rumours to the contrary which have been maliciously circulated, the Guards rejoice in the destination which enables them, on an emergency like the present, to share the duties of Colonial Service with their comrades of the Line. We are persuaded that this community of service will be of ultimate benefit to the former body, and is calculated to smooth any feeling of jealousy arising from the privileges with which State reasons, have invested the household troops.

It may be superfluous to notice, in order to contradict, an insidious paragraph which has been recently put forward in the 'Morning Chronicle'; still, as that paper has a certain authority with its party, we may as well state that the accusations against some officers of the Guards for obtaining leave of absence, in order, as it is alleged, to evade

accompanying their regiments, and against Lord Hill for granting that leave, because such officers were Tories and "serving the Tory party in Parliament," are founded in utter ignorance for a wilful perversion of facts. Two married officers, Lieutenant-Colonels Chaplin and the Honourable James Hope, amongst the most zealous of the corps, in order to provide better accommodation for their ladies, who are in delicate health, have obtained leave to find their own passage instead of proceeding in the troop ships, and will arrive in North America as soon as, if not before, their regiments. Lord Hill is not capable of the favouritism with which he is so unscrupulously charged, nor the officers aimed at in this calumny of appealing to it under the peculiar circumstances. Such senseless insinuations are only discreditable to their authors.

The arrangements for the final formation of a competent Committee to conduct the subscription for, and erection of, the NELSON testimonial proceed in a most satisfactory manner. It has been determined to request the Duke of Buccleuch to become the chairman, Sir George Cockburn having been unanimously called to the office of vice-chairman. These preliminaries being adjusted, we are confident that this truly national object will proceed to completion with an activity and union commensurate with its claims on the sympathy of all classes of the British people. In our General Correspondence will be found a letter on this subject, to which we beg leave to refer our readers.

The General Annual Meeting of the UNITED SERVICE MUSEUM took place on Saturday the 3rd of March. Sir Hussey Vivian most competently and courteously filled the Chair. The Report of the Council exhibited the satisfactory progress and flourishing finances of the Institution, which must now be admitted to have taken its place amongst the most important and improving of the similar establishments of this country. The meeting separated in harmony after much discussion on subjects connected with the proceedings and welfare of the Society.

We are happy to announce that, in conformity with the understood wish of a large portion of the members, the Council has decided to throw open the Library for evening meetings, with refreshments, twice in each month during the season. The purpose of these re-unions, which is similar to that of the leading Societies of London, is to afford the members of the Museum opportunities of intercourse and discussion, from which they have been hitherto precluded. The recent donations to the Institution will, on these occasions, be exhibited, as well as any objects of art and science which may be introduced with that view at each *soirée*. The first will take place on Monday evening, the 2nd of April, at half-past eight o'clock.

The following are the further arrangements for these Meetings, and the Lectures:—

Evening Meetings of the Members—Monday, April 2nd and 16th; Monday, May 7th and 21st; Monday, June 4th and 18th.

The Chair will be taken at half-past eight precisely.

Lectures will be delivered at the Institution on every Tuesday during the months of April, May, and June, at Three P.M.

Members have the privilege of introducing friends to the Lectures.

PRESSED by the universal feeling of the Service, which is deeply wounded by the affront, we find ourselves compelled to advert to the recent nomination of an officer, for whom individually we entertain the utmost respect, to a distinction hitherto conferred with a scrupulous regard to the conditions on which it was founded; but which, in the present instance, have been violated. Our friends are aware that we approach this subject, and all others of a personal nature, with reluctance and pain—feelings which, in this case, are aggravated by an just appreciation of the estimable qualities of the party whose good fortune, under other circumstances, we should be the first to hail; but, at whatever cost to ourselves, we must fulfil, as heretofore, the disagreeable duty we are called upon to discharge. It is unnecessary to add, that we treat the question solely on its *professional* bearings.

The highest honorary reward to which British officers of service have hitherto looked forward is the Order of the Bath in its three ascending classes, to which it was extended by an Ordinance of the Prince Regent, dated January 2, 1815. By its constitution, it is limited to officers employed in and on the British Service, any exception to the rule, in favour of foreigners or other persons, coming under the head of an *extra*, or honorary appointment.

In violation of this rule, and without, we believe, a precedent for this departure from it, an officer, then with the rank of Lieutenant-Colonel, employed in the service of a Foreign Power for the prosecution of a Civil War in which Great Britain was neither engaged nor concerned, has been decorated, on that especial ground, not only with an Order confined to the National Service, but has been raised *per saltum* to its *second* class—a class latterly restricted to the rank of General and Flag Officers, who are alone competent, on investiture, to wear its distinguishing star, and vainly aspired to by many qualified veterans of that grade. This impolitic though political infringement of the statute is without excuse, or palliation, for the *extra* Cross, specially applicable to the case, would doubtless have answered every legitimate wish and purpose; and it is rendered doubly offensive by the imperious manner in which the Foreign Secretary declared that the Government—in other words, that he himself had done it, overleaping the customs and etiquette of the Service, and, while using the undoubted prerogative of the Crown, disregarding the concurrence of the Military Authorities, who appear to have had no voice in the matter.

The case of Captain Napier, who placed the daughter of Don Pedro on the throne of Portugal, but remains unrequited by any *British* distinction, is cited as parallel, yet in strong contrast with that which has excited so much surprise and dissatisfaction; and in glancing through the decreasing list of Colonels, many of them now on the verge of the superior grade, who fought their way through the wars of Wellington—such, for instance, as William Napier, Brotherton, Lord Munster, Fremantle, and an honourable catalogue of other names—it is easy to account for the soreness which their arbitrary supersession has created. Her Majesty's Service cannot be benefited by such acts.

[This question having occasioned considerable excitement, and directed attention to the Order of the Bath, the rules and composition of which appear to be little understood, we propose taking notice of the subject next month.]

The following tribute has been offered to Captain Peddie, of the 21st Fusiliers, by the inhabitants of a district in Van Diemen's Land with which he was officially connected:—

To JOHN CROFTON PEDDIE, Esq., J.P., Captain 21st Royal North British Fusiliers.

We, the undersigned inhabitants and landholders of the district of Oatlands, having heard, with unfeigned regret, that you are about to be relieved from your duties as Visiting Magistrate and Inspector of Public Works, beg most respectfully to advert to the very able manner in which those arduous duties have been discharged by you, upon the principles of independence, pure justice, and humanity, to all classes who may have come under your administration; and may your talents be duly appreciated, and future prospects open to you a more extensive field of usefulness to the land of our adoption!

And we respectfully beg your acceptance of this trifling token as a lasting memento of our respect.

Presented by Robert Harrison, Esq., J.P.

(Here follow the names of forty-five gentlemen who signed the address.)

GENTLEMEN,—I thank you for the flattering address you have done me the honour to present to me; and be assured it is most gratifying to me to find that so high an estimate is formed of my public services at this station.

Had such an address emanated from those with whom I have lived in social intercourse, I might have traced it to personal regard; but as it is the unbiassed testimony of those who, for the most part, can have viewed me in my public capacity only, it becomes doubly valuable; and if, indeed, my conduct has been marked by the pure principles you are pleased to attribute to it, I hope I may be permitted to add, I have only been putting into practice the lesson which some length of training in the honourable profession to which I belong has inculcated.

I receive the handsome piece of plate you have so generously had prepared for me, with pride and pleasure, both as an honourable testimony to my public character, and a highly-prized memorial of your esteem and good opinion.

Believe me, gentlemen, it will ever afford me sincere satisfaction to hear of the continued prosperity of the district of Oatlands; and wishing you and your families every happiness,

I remain, Gentlemen,

Your obedient humble servant,

(Signed) JOHN CROFTON PEDDIE, J.P.,  
Captain 21st Royal N. B. Fusiliers.

To Robert Harrison, Esq., J.P., the Landholders,  
and Inhabitants of the District of Oatlands  
signing the Address.

A motion, of which previous notice had been given, was brought forward in the House of Commons by Lord George Lennox, on Tuesday the 27th of February, upon the subject of the slow promotion in the Royal Marines, and other disadvantages under which it was assumed that distinguished corps has hitherto laboured. The motion for an Address to her Majesty was unexpectedly carried by a majority of 13.

The answer to this Address, which will be found appended, was brought down on a subsequent day by the Home Secretary, who informed the House that the Government proposed to appoint a Commission, consisting "of persons of high rank and station in the Army and Navy,

together with some others in the Civil Service, to take into consideration the whole question of promotion and of rewards, whether naval or military, under the present system." In this mode of dealing with the question we cordially concur; for, while the objects of our valued Associates, in whose favour the motion originated, will doubtless be satisfactorily attained, the interests of the United Service at large, in these most important particulars, will, we trust, be duly consulted; the appointment of the promised Commission will, we hope, be long delayed; and, as much will depend on its composition, it is desirable that the utmost care and impartiality should be exercised in the nomination of the parties intended to compose it.

We subjoin an abstract of the debate:—

LORD GEORGE LENNOX commenced by observing, that it was with deep regret that he felt himself again obliged to call attention to the subject of the slow promotion of the officers of the Royal Marines. He did hope that the House would agree with him in thinking that the time was now come when some measure should be adopted to accelerate the promotion of a useful, meritorious, gallant, and long-suffering body of men. The House was aware that the Ordnance and the Marines were the only commissions in the British Service in which there was no purchase of rank. It was not his wish to obtain promotion for the Marines at the expense of any other corps—all he asked for them was, that they should receive their fair share of promotion, and within a reasonable time, so that after a certain period of service they might be enabled by promotion to discharge their duty with satisfaction to themselves, and benefit to the public. He would now proceed to state to the House what had been done by the Admiralty in the matter since he last had the honour of bringing the question before the House. It was far from his intention to say they had done nothing; but he could not say they had done much, at least as much as, in his opinion, they ought in justice to have done. In June, 1837, 9 Field-Officers were allowed the full retiring allowance—were allowed to retire on full-pay. Vacancies being thus occasioned, certain promotions took place: 4 Colonels, 4 Lieutenant-Colonels, 4 Field-Officers, and 24 Subalterns. They reduced, however, the number of Field-Officers from 16 to 12, and of the Subalterns from 102 to 90. What prospect was it for a poor Marine to be obliged to serve in all parts of the globe, and not to be allowed to retire until a medical officer certifies that he was no longer able to serve? In his (Lord G. Lennox's) opinion, after forty years he ought to be allowed to retire and enjoy his full pension, the hard-earned reward of long and faithful service, and not be compelled, as he now was, to remain in until a medical officer certified he was no longer able to serve. No good could be effected under such a system. At present the Marines had only 21 Field-Officers for 9000 men, while the Artillery corps had 72 for 7000. In Spain they had only 1200 men with only 2 Field-Officers. Now, it was quite plain to any one that that was not a sufficient number. The reduction in the number of the Field-Officers had proved fatal to the promotion of the junior ranks. In 1805 the pay of officers of the Line of all ranks was increased; that was not the case with the officers of Royal Marines. He submitted that there was no reason why the pay of Captains of Marines should not be put on the same footing with that of Captains of the Line. Had not their conduct been as gallant, and were they not as deserving? Captains of Marines were also put in a situation in which no Captains of the Line were put. A Captain of the Marines was sometimes called upon, as in Spain, to take the command of 700 men, which a Captain of the Line never did; and yet the former, who is generally an old and experienced officer, is not considered worthy of receiving the same amount of pay as the latter, who might turn out to be a boy of twenty-four years of age; in point of fact, as he said before, the Captain

of Marines receives 13*d.* a-day less. He trusted, therefore, that the House would see that something ought to be done. If any class of officers required promotion, it was the Lieutenants of Marines. Thirty-nine had served in the last war, and many of them had seen twenty-eight years of service. The year 1837 might be called the public year of the Marines, as they received more promotion in that one year than they had done for the last twenty years put together. They had, indeed, a boon then conferred upon them, in the promotion of 73 officers. The Artillery, however, had 107, and the Engineers 75, of the same period. From 1814 to 1820 there had been only one promotion among the Marines, while the Artillery had 125, and the Engineers 56. To place the Marines on the same footing of promotion with the other corps, he would make a calculation which would save him the trouble of more fully detailing his reasons to the House. He thought that 5 Colonels ought to be made General-Officers; 21 Captains, Lieutenant-Colonels; 36 Captains, Brevet-Majors; and, 26 Lieutenants, Captains. In all the naval actions the Marines had shared in the danger; and he wished they had also shared in the honour. When, unfortunately, a mutiny was raging in the fleet, the Marines remained faithful to a man. By supporting the Address to her Majesty they would cheer the drooping spirit of many a gallant old Marine. The Noble Lord then moved—

“That an humble Address be presented to her Majesty, praying her Majesty will be graciously pleased to take into her serious consideration the expediency of adopting some plan to accelerate promotion generally in the corps of Royal Marines, so that it may keep pace in a fair and equitable degree with those branches of her Majesty's forces whose system of promotion is progressive; and also to take the case of the Captains of the Royal Marines into her Majesty's consideration, with a view of placing them upon the same footing as those of her Majesty's regiments of the Line; and likewise to provide some measure for the benefit and relief of those First-Lieutenants of the Royal Marines who served during the late war.”

Captain BOLDERO seconded the motion. When the Noble Lord had formerly brought the subject under the consideration of the House, he did not press his motion to a division for two reasons. In the first place, the Secretary for the Admiralty declared he would take such proceedings as would turn out satisfactory to the views of the Noble Lord; and, secondly, because many thought that the motion infringed on the prerogative of the Crown. After a lapse of some time there was an Order in Council, the object of which was to reward worn-out and meritorious officers, and to enable the Marines to keep pace in a fair and equitable degree with other officers employed in her Majesty's service, whose promotion was progressive: 36 officers were allowed to retire on pension in a short time afterwards, but in their places only 20 were promoted, thereby diminishing the number of future casual promotions by 16. There was no chance of preferment for the middle branches, and the corps was absolutely in worse circumstances now than it was last year. The officers were reduced, and from the pay of the Colonel-Commandant 100*l.* a-year had been taken away. Whilst Lieutenant-Colonels were promoted to the rank of Colonels without any additional pay. The Marines were not considered a separate corps until after the siege of Gibraltar, when through their valour that fortress became the property of England. After the mutiny at the Nore the conduct of the Marines received the royal approbation on account of their bravery and loyalty, and they were honoured with the title of the “Royal Marine Corps.” They were then placed on the same footing with officers of the Line, but since then, from the year 1814 to 1820, no promotions had taken place. Some time since he moved for returns of the promotion in the Artillery and Engineers, which were produced. He also moved for similar returns of the promotions in the Marine Corps, but could not get any list. At the conclusion of the American war 21 officers were killed, but their vacancies were not filled up. In the Army and the Navy, those



officers who had distinguished themselves in general actions generally found their conduct recognised as a claim to favour and advancement; but in the memorable engagement of Trafalgar, although 100 officers of Marines were present, 1 Captain only was advanced to a Brevet Majority. By a Committee of the House it had been decided that all sinecures that fell in from the Marine Service should be divided between Naval and Marine officers; but although the sum of 4190*l.* 11*s.* 8*d.* had fallen in, 300*l.* only had been given to two officers of the latter corps, one of whom had been fifty-five years, and the other fifty-six years in the Service. He thought that more Field-Officers should be employed. In the Mediterranean there were 1000 Marines, but there was no Field-Officer. In Pembroke Dockyard there was only 1 Major to 200 men. In Spain, where there were 1200 men, there was only 1 Field-Officer, and to the valour of these men he was sure the Honourable and Gallant Member for Westminster would bear ample testimony.

Mr. C. Wood said, that no blame could attach to the Government for the non-promotion of officers of the Marines, as it was the custom in that corps, as in the Artillery, that all advancement should be decided by seniority, and not by any brilliancy of achievement in the service. He had stated last year, when the Noble Lord brought forward his motion, that the subject was under the consideration of the Admiralty; and though it would have been imprudent for them, having so recently come into office, to adopt any decisive measures, yet long before the Noble Lord's motion the subject had been under the consideration of the Board, and measures had been taken to carry out the Order in Council. Knowing, at the time, that there was a considerable number of inefficient officers, it was usual to have some report on that point, and the Physician-General of the Forces, and the Adjutant-General of Marines, had been called upon to report what officers were inefficient for duty; and every officer they reported unfit for duty had been placed on the Retired List, on the full-pay of his rank. It was utterly impossible to go further than they did, unless they had put in retirement officers able and willing to serve. He could not understand how the Noble Lord made out his statement, for the retirements on full-pay amounted to 9617*l.* a-year; he alluded to officers who had retired under the Order in Council of July. The number of officers was 2 Colonels, 3 Lieutenant-Colonels, 1 Major, and 2 Captains, and the amount of their pay was 9617*l.* a-year, and every inefficient person had been removed. It was true that in the opinion of some officers of the Marines other of their superior officers might be considered unfit; but if the character of superior officers was to be ascertained by the opinion of the juniors, who were interested in the matter, a very large proportion of the senior officers of the corps would have to retire on the actual pay of their rank—a mode which he thought would not be satisfactory to the House. This measure provided for the retirement of all those who were unfit for the service. The next step of the Admiralty was to provide greater means of retirement. The more retirements took place from the head of the corps, the better for the service. Before the Order in Council, the number of retired Commandants was 2, now it was 8. The House would not sanction a measure which would compel officers to retire, who were willing to do duty; but unless they forced officers to retire, they could not fill up the number of retirements. Then they had increased the number of retirements from 2 to 8, the Lieutenant-Colonels from 3 to 4, the Captains from 20 to 29, and they had allowed full pay to Second-Lieutenants. The next step was to give rank to officers. The Second-Commandant was as Lieutenant-Colonel, not with a Lieutenant-Colonel's pay, but with a higher rate of pay; and, by way of accelerating promotion, they gave these officers, without increase of pay, the rank of Colonel, and they had increased the lower ranks. And when he stated to the House the effect of this, the House would be of opinion that nothing could be so inopportune as for the Noble Lord to bring forward this motion, and to complain of want of promotion. Take the 1st January,

1838; there were four Colonel-Commandants, all of whom had been promoted since 1st January, 1837. There were four Second-Commandants, all of whom had been promoted since the same time to the rank of Colonel. There were 13 Lieut.-Colonels, 12 of whom had been promoted since 1st July, 1837; there were 92 Captains, of whom 23 had been promoted since the same time; and 124 First-Lieutenants, of whom 47 had been promoted since the same time. These were the effects of the measure, and yet the House had been told there had been no promotion. Was there any officer in the House acquainted with promotion in any corps who could say that there had been anything like such promotion as had been produced under this Order in Council by the Admiralty? It was true that they did at the same time reduce, to a certain extent, the number of officers in the corps, because they did not think themselves justified in keeping up such a number of officers at an expense of 5,000*l*. But when the hon. and gallant member compared the Marine officers with the officers of the Line, he forgot the difference between the two services. Out of the 9,000 Marines, 1,300 or 1,400 were employed in small ships, in which there was no officer with them of the rank of Captain. Even in line-of-battle ships, where there were 100 Marines, there was not always a Captain with them. When they reduced the number of Captains, therefore, it was because, considering the number of men, they could not accelerate promotion at so large an expense. When a comparison was instituted between one service and another, the House would also consider the different circumstances of the corps. The pay of a Captain of Marines was less than that of a Captain of the Line by 1*s*. 1*d*. a-day; but consider the different circumstances of the two, and the expenses to which the latter was subjected, which made a total difference between the two services. But if the comparison was good as to one service, it was good as to another, and compare the pay of a Captain of Marines with that of a Lieutenant in the Navy, who was of equal rank. The difference between the pay of a Lieutenant in the Navy and a Captain of Marines was 4*s*. a-day. A Captain of Marines had 10*s*. 6*d*.; a Lieutenant in the Navy only 6*s*. 6*d*.; one comparison was as just as another, and it would be as just to raise the pay of the Lieutenant of the Navy to that of the Captain of Marines. With regard to the motion of the Noble Lord, he resisted it on the ground that it was a direct interference with the royal prerogative, which the House could not interfere with consistently with the Constitution. (Hear.)

Mr. HUME said, that Marine officers had suffered long and patiently. What must be the feelings of men who had become old in the service in the Marine corps, when they saw men in the Line promoted to posts of honour, and even made Field-Officers, who were scarcely born, while they, as Marine officers, remained as they were, notwithstanding the length and value of their services? A sense of justice and humanity ought to dictate a better policy towards these men. If there were vacancies in the retired list, let some inducements be held out to make men accept of retirement. It was unjust to let such men grow grey in the service without receiving those rewards to which they were entitled.

Sir O. B. VERR wished to suggest to the Noble Lord that he should not carry out the whole of the address, but only adopt the portion of it. "That an humble address be presented to her Majesty, praying her Majesty will be graciously pleased to take into her serious consideration the expediency of adopting some plan to accelerate promotion generally in the corps of Royal Marines, so that it may keep pace in a fair and equitable degree with those branches of her Majesty's forces whose system of promotion is progressive." He would stop there, because then there would be no particular mode pointed out; nothing objectionable would then be contained in the address; but her Majesty would see that justice done to that noble corps which they all wished, in such a way as it might please her Majesty to direct. He hoped some measure would be adopted

which would not limit or reduce the number of officers, but which would maintain an adequate number, in order to enable those promotions which were made now to be continued progressively and steadily, because if the promotions were made from the lower and middling classes, without any concurrent arrangements with regard to appointments, the promotions must entirely cease. An instance had been mentioned already of two Lieutenants who had served in the late corps, and who distinguished themselves in the action between the Shannon and the Chesapeake. They did not obtain any distinction or reward whatever. Perhaps it was not in the power of the First Lord of the Admiralty to bestow any on them, but a promise was given that they should succeed to some small Staff appointments, which were the only things to which the officers of Marines could look to with any degree of certainty. Of those two officers one was still living; the other died some years ago. But the one who was living was still a Lieutenant. (Some Hon. Member said, "He has been promoted.") If he had been promoted it was only very recently, because it was not long since he had seen and conversed with the Commander of the Shannon, on the subject, who had taken great pains to get him the promised appointment.

Lord A. LENNOX was convinced that the only object which his noble relative had in view was to do justice to a gallant and most meritorious corps. His Honourable friend the Secretary for the Admiralty appeared to suppose that the Navy estimates would pass without anything being said with regard to the Naval Service; but he (Lord A. Lennox) thought the honourable gentleman was mistaken. (Hear.) It appeared from the Navy estimates, which he held in his hand, that there was the sum of 4490*l.* arising from appointments which had fallen in, and in lieu of which pensions were to be granted. He wished to guard against stating anything which would seem by possibility to attribute a want of respect to the Army, of which he was a member, or to the Navy, or the Artillery; but he wished to see the Marines placed on an equal footing with the other branches of her Majesty's forces. It was, however, a very different case with the officers of the Army, who obtained each step of advancement by purchase. What he alluded to more particularly was the Ordnance corps. Looking at the sum of money he had just mentioned, he was led to ask why it was that only two officers of the Marines received pensions of 150*l.* a-year? (Cries of "No, no," and "It is 300*l.*") There were two Major-Generals on the list, each receiving 300*l.* a-year. (Hear.) Now, everybody knew that a Major-General of Marines ranked with a Rear-Admiral of the Navy; but there were two Rear-Admirals at the bottom of the list who received 300*l.* a-year each, while the former got only half the amount, though one of them was 17 years, and the other 22 years, senior to those Rear-Admirals. (Hear.)

Sir E. T. TROUBRIDGE said he had, in company with the Physician-General of the Navy and the Adjutant-General of Marines, inspected the corps with a view to ascertain its real condition. He knew well the merit of this distinguished corps in every service in which they had been engaged, and if he were to act on his own determination, he would give a bonus in every case. (Hear.) It had been reported that some of the officers were inefficient. When he went to inspect the corps he found that those reports were incorrect. One Lieut.-Colonel, who had been reported inefficient, was found mounting his horse to put his corps through their movements. He was asked whether he had any complaint to state, or whether any of his officers were inefficient: he replied, that they were most efficient. Four or five years ago a Captain was stated to be ill and enfeebled by age, and he was asked to retire. When the case was examined, he (Sir T. Troubridge) found that the Captain could walk 20 miles a-day, that his age was only 40, and that he was able and healthy. But when he found an officer inefficient, he had reported him, and removed him, and appointed another. It had been said and urged as an objection, that there was 13*d.* a-day

difference between the pay of a Captain of the Line and an officer of similar rank in the Marines, but it had been lost sight of, and forgotten that officers of the Marines when embarked received rations or their provisions in addition to their pay. He should gladly unite with the noble Lord in advancing the interests and advantages of the gallant corps which was the subject of the present motion, but there were many other branches of the Service equally deserving.

Captain A. COURT should content himself with observing, that, whether in the presence of an enemy, or in cases of insubordination in the Naval Service, the Royal Marines had always evinced bravery and patriotism; and he would only allude to the services recently at Hernani of a battalion of Marines under the command of Colonel Owen (hear, hear!), when they covered the retreat of the Legion and did such good service. That fact, at least, showed that during the long peace the energy and bravery of that corps had not been in the least degree impaired; and he hoped that, in the distribution of honorary distinctions now creating such a sensation in the country, the services of Colonel Owen—a Queen's officer commanding the Queen's troops—would not be overlooked or forgotten.—(Loud cheers.)

Mr. RICE said that the House was fully entitled to know the improved state of promotion in the corps of Royal Marines, and he was fully prepared to move for the production of documents to show that result; but if the House would undertake to affirm by a single vote, unaccompanied by more of deliberation than had taken place to-night—absolutely to affirm that this corps should be placed in a different relative position from other branches of the Service, then the House would interfere with the prerogatives of the Crown, and establish a most dangerous precedent. Would the House consent to establish a new rule for this corps which would affect all the other branches of the military service of the country? Could it be denied that the true policy was to maintain a Military, a Naval, an Artillery, and a Marine force, equal to the defence of the honour and the rights of England, and not that the establishment should be kept up with a view to the claims of any branch of the Service for past services? What had been the course since the termination of the war? Had the Army that fought at Waterloo been kept up, and the Navy that won the victory of Trafalgar been maintained? Certainly not; but the establishment had only been maintained in proportion to the wants of the country. He objected to the motion—first, as being an interference with the Royal prerogative, and, secondly, on the narrower grounds of the want of information before the House; and therefore he should move, as an amendment on the motion of the Noble Lord, for a “return of copies of the Order in Council, dated July, 1837, with reference to the corps of Royal Marines, and of the effects of the promotion thereunder.”

Sir A. J. DALRYMPLE remarked, that though a great deal had been done with regard to the increase of pay, and also to the regulations regarding retirements and promotions, still the advantage to the Marine corps had not been so valuable as had been stated.

Sir J. R. CARNAC could not think that any argument was necessary to show that a corps like the Royal Marines ought to be placed in a situation equal to that of any other branch of the Service. The officers of Marines complained that they were labouring under disadvantages which did not affect officers of regiments of the Line, of the Artillery, of the Engineers, or of the Navy. They complained of the slowness of promotion. Could any one deny that fact? During the last five years, of the officers promoted to the rank of Colonels-Commandant the youngest had been fifty-eight years in the Service. The senior Lieutenant-Colonel promoted had served forty-two years, the senior Major forty years, and several of the senior Captains were of the same standing. But the Secretary for the Admiralty had told the House that by the Orders in Council of last year a boon had been conferred on this corps, and promotions had been accelerated to a degree never before known in any branch of the Service.

Look at the facts. It was found that even after this boon had been given the senior Lieutenant was forty-five years in the Service, and the same gradation took place in all lower ranks. The officers of the Royal Marines asked no favour. They only desired to be placed on a footing of equality with other branches of the Service.

Mr. GOULBURN thought, after the declaration which had been made by the Government last Session, evincing an anxiety to take measures for an improvement of the system, that the House had a full right to be informed of the measures which had been taken, not on the mere statement of an individual Member of this House, but in such a shape as would enable every Member of the House to form an opinion what the value of the additional advantages were to the corps in question.

Sir H. VIVIAN said—God forbid that he, an old soldier, should get up in his place to detract from the claims of one of the most meritorious corps in her Majesty's Service. (Hear, hear, hear.) The grounds on which he wished to appeal to the House were very simple. He knew what difficulties they had in meeting the claims put forward by the different corps of the Army for promotion. If they were to accede to the motion of the Noble Lord, the consequence would be that persons would be constantly coming down to the House with petitions from officers of every corps in the Service. He earnestly hoped, therefore, that the House, instead of agreeing to the motion of the Noble Lord, would vote for the amendment of his Right Honourable Friend.

Captain PEACHELL would contend that the Marines ought to be put on the same footing as the other corps of the Army. The Board of Admiralty had done much for them, but they were still in a very unfair position.

Admiral ADAM, after objecting to the terms of the motion, said, that if the House interfered in the manner proposed by his Noble Friend the Member for Sussex, and took the power of promotion out of the hands of the departments of the Service, while it gave them nothing but the disagreeable duty of punishment or disapprobation, when called for, the efficiency of every part of the forces must be impaired.

Lord G. LENNOX, in reply, observed, that he had asked for the Orders in Council, and the reply was—"There they are—you may see them; but we never have given them, and we never will." (Hear.) The Secretary for the Admiralty had said that thirteen Captains had been promoted. Now, in fact, there were but twelve; but he would make him a present of one. But how stood the case with regard to these twelve? Two Colonels had died—no thanks to the Admiralty for that. (A laugh.) Then one Colonel had been made a Major-General, and one had been made Adjutant-General; so that there were but eight promoted after all. As some objection had been entertained to the latter part of his motion, he was willing to stop at the word "progressive."

The House then divided; when there appeared—Ayes 100; Noes 87. Majority 13.

The announcement of the numbers was received with loud cheers.

On Monday, March the 5th, Lord J. Russell brought up her Majesty's answer to the Address. It was in the following words:—

"Her Majesty will take into her immediate consideration the best means of carrying into effect the wishes of her faithful Commons, expressed in a motion with regard to the promotion of Marine officers, with a due regard to public economy, and to the just claims of all parties engaged in the Naval and Military services."

The Noble Lord then stated that Government felt that it was called upon to draw the attention of the House to the subject of promotion generally in the different branches of the Service, before anything should be attempted in pursuance of the Address to which they had just now been honoured with an answer from the Crown. The Government thought, that whilst her Majesty expressed her determination to carry into effect these recommendations, it would be expedient and advisable, for the

interests of the Service generally, that a commission should be appointed of persons of high rank and station in the Army and Navy, together with some others in the civil service, to take into consideration the whole question of promotion and of rewards, whether Naval or Military, under the present system. If any thought that a scale of more ample rewards ought to be adopted in this service, or some other, then he should recommend that promotion in the whole of the Service should be looked into by officers of weight and judgment in the different services, to see if a more liberal promotion ought to be allowed in any. Their report would place before the House the extent of promotion which ought to be entertained by the House, and the House would have the knowledge of the extent of the increased vote of supply which that liberality would entail upon it. Government would bring the motion in due time under the consideration of the House.

The following letter alludes to a fact so creditable to a very active and intelligent officer, Commander Denham, that we are induced to extract it from 'The Liverpool Mercury,' in which it appeared:—

THE NORTH-WEST LIGHT-SHIP.

*To the Editor of the Liverpool Mercury.*

Sir,—In your copious columns of the 26th ult I read a paragraph to the effect that the North-west Light-ship of this port had been seriously injured by one of the packet-ships, but was *forthwith* replaced by an efficient duplicate. Now, Sir, as an old seaman and shipowner, I perceived that in a few words, a five-line paragraph, a most serious occurrence had taken place, and all anxiety anticipated and lulled by the announcement. Feeling the practical value of the term *forthwith*, and having some idea of the process of replacing the most commonplace beacon of an intricate navigation, let alone a *light-ship*, with all her peculiar appointments, I, satisfied that it *was* done, as you stated it, and alluded to Captain Denham, set about informing myself how far the *forthwith* was borne out. I should have been content to have found three or four days; but judge, Sir, how my heart warmed towards the active and pains-taking Marine Surveyor of our port, Captain Denham, when I ascertained that a duplicate light-ship was at the station, and the injured ship in dock (cut down to the water's edge), on the *second tide*. Why, Sir, a community whose commerce actually exists on safe navigation could not, if individually aware of its value, draw up an address sufficiently strong and expressive of their satisfaction at such a comforting proof of systematic *arrangement*, to meet *any* exigency with a promptness corresponding and worthy of the skilful survey and chart of that officer. We need no longer express surprise with pleasure at so few wrecks now strewing our shores if all casualties in so extensive a navigation can be so instantly remedied. But we *can* understand the confidence of the mariner and the composure of the shipowner and the philanthropist, when reflecting that no human efforts or foresight will be wanting to avert the interruptions and devastating effects which the unbeacoring of a single channel in a single night must in such a shipping intercourse be fraught with. Judging of a seaman's and an officer's feelings by a seaman's heart, I only regret my not being of sufficient consequence to sign any other name for his satisfaction and requital, and your adoption of his claims on us, than your and his obliged and grateful reader and servant,

A YOUNGER BROTHER OF THE TRINITY HOUSE.

Port of Liverpool, 12th Feb., 1838.

We call attention to a correspondence between Captains Melville Grindlay and Barber, of the Hon. Company's Service, appended to our present Number.

## STATIONS OF THE BRITISH ARMY ON 1ST APRIL, 1838.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

- 1st Life Guards—Windsor.  
 2nd do.—Regent's Park.  
 Royal Horse Guards—Hyde Park.  
 1st Dragoon Guards—Dublin; ord. for Canada.  
 2nd do.—Cahir.  
 3rd do.—Boswich.  
 4th do.—Manchester.  
 5th do.—Birmingham.  
 6th do.—Brighton.  
 7th do.—York.  
 1st Dragoons—Cork.  
 2nd do.—Dublin.  
 3rd do.—Bengal.  
 4th do.—Bombay.  
 6th do.—Dorchester.  
 7th Hussars—Dublin, ord. for Canada.  
 8th do.—Newbridge.  
 9th Lancers—Glasgow.  
 10th Hussars—Nottingham.  
 11th Light Dragoons—Bengal, ordered home.  
 12th Lancer—Hounslow.  
 13th Light Dragoons—Madras.  
 14th do.—Edinburgh.  
 15th Hussars—Leeds.  
 16th Lancers—Bengal.  
 17th do.—Coventry.  
 Grenadier Guards [1st batt.]—St. George's B.  
 Do. [2nd battalion]—on route to Canada.  
 Do. [3rd battalion]—Portman B.  
 Coldstream Guards [1st batt.]—Windsor.  
 Do. [2nd battalion]—on route to Canada.  
 Sc. Fusilier Guards [1st batt.]—Wellington B.  
 Do. [2nd battalion]—St. John's Wd.  
 1st Foot [1st battalion]—Athlone.  
 Do. [2nd battalion]—Canada, Plymouth.  
 2nd do.—Bombay; Chatham.  
 3rd do.—Bengal; Chatham.  
 4th do.—Madras; Chatham.  
 5th do.—Ionian Isles; Portsmouth.  
 6th do.—Bombay; Chatham.  
 7th do.—Dublin.  
 8th do.—Jamaica; Galway.  
 9th do.—Bengal; Chatham.  
 10th do.—Fermoy.  
 11th do.—Bermuda; Kinsale.  
 12th do.—Mauritius; Kinsale.  
 13th do.—Bengal; Chatham.  
 14th do.—West Indies; Brecon.  
 15th do.—Canada; Buttervant.  
 16th do.—Bengal; Chatham.  
 17th do.—Bombay; Chatham.  
 18th do.—Ceylon; Castlebar.  
 19th do.—Templemore.  
 20th do.—Tower.  
 21st do.—Van Diemen's Land; Chatham.  
 22nd do.—Cork.  
 23rd do.—Cork, ord. for America.  
 24th do.—Canada; Gosport.  
 25th do.—Aberkirk.  
 26th do.—Bengal; Chatham.  
 27th do.—Cape of G. Hope, Chatham.  
 28th do.—N. S. Wales; Chatham.  
 29th do.—Plymouth.  
 30th do.—Bermuda; Sunderland.  
 31st do.—Bengal; Chatham.  
 32nd do.—Canada; Devonport.  
 33rd do.—Gibraltar; Boyle.  
 34th do.—Canada; Fermoy.  
 35th do.—Mauritius; Londonderry.  
 36th do.—W. Indies; Devonport.  
 37th do.—Jamaica; Plymouth.  
 38th do.—Dublin.  
 39th Foot—Madras; Chatham.  
 40th do.—Bombay; Chatham.  
 41st do.—Madras; Chatham.  
 42nd do.—Glasgow.  
 43rd do.—Canada; Plymouth.  
 44th do.—Bengal; Chatham.  
 45th do.—Austerbury.  
 46th do.—Gibraltar; Cork.  
 47th do.—Malta; Portsmouth.  
 48th do.—Birr.  
 49th do.—Bengal; Chatham.  
 50th do.—New South Wales; Chatham.  
 51st do.—Chatham, for Van Diemen's Land.  
 52nd do.—Gibraltar; Newcastle.  
 53rd do.—Ionian Isles; Dublin.  
 54th do.—Madras; Chatham.  
 55th do.—Madras; Chatham.  
 56th do.—Jamaica; Sheerness.  
 57th do.—Madras; Chatham.  
 58th do.—Ceylon; Youghal.  
 59th do.—Malta; Armagh.  
 60th do. [1st batt.]—Corfu; Hull.  
 Do. [2nd batt.]—Corfu; Jersey.  
 61st do.—Ceylon; Cashel.  
 62nd do.—Madras; Chatham.  
 63rd do.—Madras; Chatham.  
 64th do.—Jamaica; Dundee.  
 65th do.—America; Naas.  
 66th do.—Canada; Fermoy.  
 67th do.—W. Indies; Chatham.  
 68th do.—Jamaica; Waterford.  
 69th do.—W. Indies; Dover.  
 70th do.—W. Indies; Guernsey.  
 71st do.—Ord. for Canada; Cork.  
 72nd do.—Cape of Good Hope; Clonmel.  
 73rd do.—Gibraltar, ord. for Amer.; Clare Castle.  
 74th do.—West Indies; Stirling.  
 75th do.—Cape of Good Hope; Drogheda.  
 76th do.—W. Indies; Fort George.  
 77th do.—Malta; Newbridge.  
 78th do.—Buttervant.  
 79th do.—Edinburgh.  
 80th do.—N. S. Wales; Chatham.  
 81st do.—Gibraltar; Carlisle.  
 82nd do.—Gibraltar; Nenagh.  
 83rd do.—Canada; Chester Castle.  
 84th do.—Jamaica, ord. home; Gosport.  
 85th do.—Canada; Tralee.  
 86th do.—Manchester.  
 87th do.—Mauritius; Longford.  
 88th do.—Bolton.  
 89th do.—West Indies; Gosport.  
 90th do.—Ceylon; Portsmouth.  
 91st do.—St. Helena; Paisley.  
 92nd do.—Malta; Mullingar.  
 93rd do.—America; Cork.  
 94th do.—Dublin.  
 95th do.—Belfast.  
 96th do.—Enniskillen.  
 97th do.—Dublin.  
 98th do.—Weedon.  
 99th do.—Kilkenny.  
 Rifle Brig. [1st batt.]—Woolwich.  
 Do. [2nd batt.]—Portsmouth.  
 Royal Staff Corps—Hythe.  
 1st West India Regiment—St. Lucia, &c.  
 2nd do.—New Providence and Honduras.  
 Ceylon Rifle Regiment—Ceylon.  
 Cape Mounted Riflemen—Cape of Good Hope.  
 Royal African Colonial Corps—Sierra Leone.  
 Royal Newfoundland Veteran Comp.—Newfd.  
 Royal Malta Fencibles—Malta.

[This Document being prepared exclusively for the U. S. Journal, we request that, when used, its source may be acknowledged.]

## STATIONS OF THE ROYAL NAVY IN COMMISSION 1st APRIL, 1838.

- Aina, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.  
 African, st. sur. v. Capt. W. W. Beechey, Coast of Ireland.  
 Alban, st. v. Lieut. E. B. Thuling, W. Indies.  
 Algerie, 10, Lieut. W. S. Thomas, East Indies.  
 Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., R.C.H., Australia.  
 Angouleme, 28, Captain R. L. Baynes, C.B., Sheerness.  
 Asia, 4, Capt. W. Fisher, Mediterranean.  
 Ascham, 6, Capt. J. H. Plumridge, Edmouthe.  
 Bahian, 50, Capt. A. L. Corry, Mediterranean.  
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacon, 8, sur. v. Lieut. T. Graves, Mediter.  
 Beagle, 10, sur. v. Com. J. C. Wickham, Australia.  
 Belleophon, 80, Captain —, Mediter.  
 Beller, st. v. Lieut. J. M. Waugh, Mediter.  
 Buzetta, 3, Lieut. —, Coast of Africa.  
 Boxer, st. v. Com. F. Bullock, par. ser.  
 Bisk, 3, Lieut. A. Kellett, Coast of Africa.  
 Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. —, Portsmouth.  
 Britonart, 10, Lieut. O. Stanley, Australia.  
 Brune, 22, Captain J. Clavel, Chatham.  
 Buzzard, 3, Lieut. J. L. R. Stoll, C. of Afr.  
 Calhoun, 28, Captain T. Herbert, S. America.  
 Caneleon, 10, Lieut. J. Bradley, Lisbon station.  
 Carion, st. v. Lieut. —, West Indies.  
 Cayson, 26, Capt. H. B. Martin, Mediter.  
 Castor, 36, Capt. E. Collier, Mediterranean.  
 Ceylon, 2, Commodore Sir J. Louis, Bart. rec. sh. Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Charibdis, 3, Lieut. Hon. R. Gope, Chatham.  
 Childers, 16, Cap. Hon. H. Keppel, Mediter.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Cleo, 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbine, 18, Com. T. Henderson, Chatham.  
 Comet, st. v. Lieut. G. T. Gordon, par. ser.  
 Comus, 18, Com. Hon. P. P. Cary, West Indies.  
 Confidence, st. v. Lieut. E. Stopford, Mediter.  
 Conway, 28, Capt. C. R. Drinkwater, Bethune, East Indies.  
 Cornwallis, 34, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, K.L., W. Indies.  
 Crocodile, 28, Capt. J. Polkinghorne, West Indies.  
 Cruiser, 16, Com. R. H. King, Chatham.  
 Cudlow, 10, Lieut. E. Norcott, Coast of Africa.  
 Dev, st. v. Com. Jo. Sherer, K.H., Woolwich.  
 Dido, 18, Capt. J. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. J. Macdonald, C. of Africa.  
 Donegal, 78, Rear-Adm. Sir J. A. Ommamby, Capt. J. Drake, Lisbon station.  
 Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bart., C.B., Capt. R. Tait, S. America.  
 Echo, st. v. Lieut. W. James, West Indies.  
 Edinburgh, 74, Capt. W. W. Henderson, K.L., Lisbon station.  
 Electra, 18, Com. W. Preston, South America.  
 Espoir, 10, Lieut. J. T. Paulson, Lisbon.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.  
 Fairy, 10, sur. v. Capt. W. Hewett, Woolwich.  
 Favourite, 18, Com. W. Croker, East Indies.  
 Firefly, st. v. Lieut. J. Pearce, Mediterranean.  
 Flamer, st. v. Lieut. J. M. Pothbury, W. Indies.  
 Fly, 18, Com. R. Elliott, South America.  
 Forester, 3, Lieut. —, Coast of Africa.  
 Griffon, 3, Lieut. J. G. D'Urban, West Indies.  
 Harlequin, 16, Com. J. E. Perkins, Mediter.  
 Harpy, 10, Lieut. H. St. John Georges, West Indies.  
 Harrier, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Captain P. E. Loch, Sheerness.  
 Hazard, 16, Com. J. Wilkinson, Mediter.  
 Hercules, 74, Capt. J. T. Nicolas, C.B., K.H., par. ser.  
 Hornet, 6, Lieut. H. Baillie, West Indies.  
 Howe, 120, Vice-Adm. Sir R. Olway, Bt. K.C.H., Capt. C. H. Paget, Sheerness.  
 Hyacinth, 18, Com. W. Warren, East Indies.  
 Imogene, 28, Capt. H. W. Bruce, S. America.  
 Inconstant, 36, Capt. D. Punt, Plymouth.  
 Iark, 4, sur. v. Lieut. T. Smith, W. Indies.  
 Laine, 18, Com. P. J. Blake, East Indies.  
 Leveillé, 10, Lieut. C. J. Bosanquet, Coast of Africa.  
 Lightning, st. v. Lt. Jas. Shambler, Woolwich.  
 Lily, 16, Com. J. Reeve, Portsmouth.  
 Lynx, 3, Lieut. H. Broadhead, Coast of Africa.  
 Madagascar, 16, Capt. Sir J. S. Peyton, K.C.H., West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jamai.  
 Maggie, 4, sur. v. Lieut. T. S. Brock, Mediter.  
 Malabar, 71, Captain Ed. Haavey, Plymouth.  
 Medea, st. v. Com. J. N. Nott, Woolwich.  
 Megara, st. v. Lieut. H. C. Goldsmith, Sheer.  
 Melville, 4, Rear-Adm. Hon. G. Ffott, C.B., Capt. Hon. R. S. Dundas, Cape of Good Hope and Coast of Africa.  
 Meteor, st. v. Lieut. R. D. Pritchard, Woolwich.  
 Minden, 74, Capt. A. R. Sharpe, C.B., particular serv.  
 Modeste, 18, Com. H. Eyres, Portsmouth.  
 Nautilus, 10, Lieut. G. Beauloy, Portsmouth.  
 Naurod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Captain Lord John Hay, particular serv.  
 Orestes, 18, Com. W. Holt, Mediterranean.  
 Partridge, 10, Lieut. W. Morris, Portsmouth.  
 Pearl, 29, Com. Lord C. E. Paget, W. Indies.  
 Pelican, 16, Com. B. Popham, Coast of Africa.  
 Pelorus, 16, Com. F. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moresby, C.B., Medit.  
 Phenix, st. v. Com. W. H. Henderson, particular serv.  
 Pickle, 3, Lieut. P. Hast, W. Indies.  
 Pique, 36, Capt. E. Boxer, Portsmouth.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 President, 52, Rear-Adm. C. B. Ross, C.B., Capt. J. S. Scott, South America.  
 Princess Charlotte, 104, Adml. Hon. Sir R. Stopford, G.C.B., Capt. A. Faushaw, Med.  
 Pylades, 18, Com. W. L. Castle, Cape of Good Hope.  
 Racehorse, Com. H. W. Craufurd, West Indies.  
 Racer, 16, Com. J. Hope, West Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 16, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.  
 Rattlesnake, 28, Capt. W. Gibson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bellard, C. of Africa.  
 Rhadamanthus, st. v. Com. A. Wakefield, Mediterranean.  
 Ringdove, 16, Com. H. S. Nixon, W. Indies.  
 Rodney, 92, Capt. Hyde Parker, Mediter.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beauleik, G.C.B., G.C.H., Capt. Sir Wm. Elliott, C.B., K.C.H., Plymouth.  
 Royal George, yacht, Capt. Lord A. Fitzclarence, G.C.H., Portsmouth.  
 Royal Sovereign, yacht, Capt. Sup. S. Jackson, G.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, particular service.





G. A. Halstead.....Coast Guard.  
C. Walcott.....Do.  
Jos. Maynard.....Do.  
J. Moigan.....Do.

## LIEUTENANTS.

A. Little.....Malabar.  
H. J. W. S. P. Gallway.....Howe (Flag Lieut.  
to Sir R. Clway.)  
W. J. Struttell.....Coast Guard  
T. Macnamara.....Do.  
P. Littlewood.....Do.  
J. J. Ford.....Do.  
J. T. Yates.....Do.  
W. Hewlett.....Do.  
G. Hure.....Do.  
A. Goldie.....Andromache.  
R. Studdert.....Do.  
E. Codd.....Talbot.  
H. St. John Georges, to com. Harry.

## MASTERS.

J. C. Giles.....Hastings.  
J. Cater.....actg. Medea.  
G. Peacock.....actg. Andromache.

J. Saunders.....Cruizer  
G. Filmer.....actg. Harlequin.  
J. Biddlecombe.....actg. Talbot.

## SURGEONS.

J. Syme.....Meden.  
F. Crehln.....Andromache.  
G. D. MacLaren.....Deo.

## ASSISTANT SURGEONS.

H. Baker.....Excellent.  
T. W. Jewell.....Apollo.  
S. Donnelly.....Royal Adelaide.  
T. H. Lowy, M.D.....Do.  
J. Tait.....Talavera.  
W. Browne, M.D., add. Cornwallis.  
C. R. Kinnear.....do. Do.  
C. Daniell.....do. Do.

## PURSERS.

J. Giles.....Andromache.  
B. Dyer.....Talbot.  
B. Wickham.....Italy.

## ARMY.

## ST. JAMES'S PALACE, Feb. 21

The Queen was this day pleased to confer the honour of Knighthood upon Major-General William Blackburne.

## WAR OFFICE, March 2.

1st Drag. Guards—John Blackburne Hawkes, Gent. to be Cornet by purch. vice Seton, who retires.

21st Foot.—Sec. Lieut. Alexander Seton to be First Lieut. by purch. vice Hume, who retires; Henry William Martin, Gent. to be Sec. Lieut. by purch. vice Seton.

27th—Serg. Major Benjamin Midgley to be Adjutant, with the rank of Ensign, vice Edden, dec.

40th—Ensign Richard Armstrong to be Lieut. by purch. vice Lewis, who retires; Wm. Irwin, Gent. to be Ensign by purch. vice Armstrong.

51st—Lieut. Maurice Charles O'Connell, from h.p. of Royal African Corps, to be Lieut. vice Bertie J. Gray, who exchanges.

55th—Lieut. Joseph Rogers Magrath to be Adjut. vice Heriot, who resigns the Adjutancy only.

61st—Staff Assist. Surgeon Frederick Shanks Sauer to be Assist. Surg. vice Cameron, whose appointment has not taken place.

62nd—Quartermaster Samuel Brodribb, from h.p. of 8th Foot, to be Quartermaster vice John Macpherson, who retires upon half-pay.

70th—Gent. Cadet James D. Beistord, from the Royal Mil. College, to be Ensign without purch. vice Hopkins, dec.

77th—Capt. Thomas Graham Egerton, from 90th Foot, to be Capt. vice Deverill, who exch.

82nd—Gent. Cadet Frederick J. B. Priestly, from Royal Mil. College, to be Ensign without purch. vice Stewart, dec.

90th—Capt. Gervas Stanford Deverill, from the 77th Foot, to be Capt. vice Egerton, who exchanges.

Memorandum—The name of the Captain who was promoted to be Major by purch. in the 34th Foot, in Gazette of Feb. 29, 1838, is Henry Deedes, and not Henry Deves.

## WAR OFFICE, March 9.

4th Light Dragoons—Cornet Arthur Scudamore to be Lieut. without purch. vice Knight, dec.; Cornet Miles Mundy French, from h.p. of 3rd Dragoon Guards, to be Cornet, vice Scudamore.

15th Light Dragoons—Lieut. Robert Bell to be Capt. by purch. vice Murray, who retires; Cornet John Surman to be Lieut. by purch. vice Bell; Charles Hugh Key, Gent. to be Cornet by purch. vice Surman.

2nd Foot—Henry Piercy, Gent. to be Ensign by purch. vice Renwick, who retires.

12th—Lieut. Charles Robert Storey, from 29th Foot, to be Lieut. vice Garaf, who exch.

13th—Henry Penny, Gent. to be Ensign by purch. vice Yea, promoted in 7th Foot.

16th—Ensign Morris F. Ximenes to be Lieut. without purch. vice Adams, dec.; Gent. Cadet Thomas Garratt, from the Royal Mil. Col. to be Ensign, vice Ximenes.

29th—Lieut. Thomas Alexander Gward, from 12th Foot, to be Lieut. vice Storey, who exch.

42nd—Captain Sir William Keith Murray, Bart. from h.p. Garratt, to be Capt. vice John Leslie, who exch. receiving the difference; Lieut. Archibald Campbell to be Capt. by purch. vice Murray, who retires; Ensign George Duncan Robertson to be Lieut. by purch. vice Campbell.

48th—Sergeant—Richardson, from Scots Fusilier Guards, to be Quartermaster vice Johnson, who retires upon h.p.

61st—Serg. Major Thomas Jones to be Ens. without purch. vice Cary, dec.

88th—Ensign M. James Fowler to be Adjut. vice Irwin, who resigns to be Adjutancy only.

95th—Ensign George Cornwall to be Lieut. by purch. vice Wardle, who retires; Walter Venour, Gent. to be Ensign by purchase, vice Cornwall.

97th—Lieut. Charles James Frederick Denshire to be Capt. by purch. vice O'Holloran, who retires; Ensign Thomas Onslow Winnington Ingram to be Lieut. by purch. vice Denshire; William Murray, Gent. to be Ensign by purch. vice Ingram.

## WAR OFFICE, March 16.

7th Regiment of Light Dragoons—Lieut. Henry John Sutton to be Capt. by purch. vice Lord Dorchester, who retires; Corjct Hugh Jocelyn Percy to be Lieut. by purch. vice Sutton.

Coldstream Regiment of Foot Guards—Batt. Surgeon William Hunter, M.D. to be Surgeon-Major vice George Cheney, who retires upon half-pay; Assistant-Surgeon Frederick Gilder to be Battalion-Surgeon vice Hunter; Assistant-Surgeon Edward Greatrex, from the 12th Light Dragoons, to be Assistant-Surgeon.

22nd Regiment of Foot—Ensign Chesborough C. Macdonald to be Lieut. by purch. vice Parker, who retires; Francis Pym Harding Gent. to be Ensign by purch. vice Macdonald.

42nd Foot—William James Hope Johnstone, Gent. to be Ensign by purch. vice Robertson, promoted.

48th Foot—Gent. Cadet Frederick B. Hutton, from the Royal Military College, to be Ensign without purch. vice Dickenson, deceased.

50th Foot—Charles Robert Grimes, Gent. to be Ensign by purch. vice Wyatt, who retires.

51st Foot—Lieut. Francis Cauey to be Adjut. vice Errington, promoted.

59th—Lieut. Arnold E. Burmeister to be Capt. by purch. vice Heathcote, who retires; Ensign Henry Wedderburn Cumming to be Lieut. by purch. vice Burmeister; Francis Fuller, Gent. to be Ensign by purch. vice Cumming.

62nd Foot—Captain Francis J. Ellis to be Major by purch. vice Man, who retires; Lieut. William Mathias to be Captain by purch. vice Ellis.

74th Foot—Captain Richard Magenis, from the h.p. of the 7th Regt. of Foot to be Capt. vice Bartholomew Burnett, who exchanges; Lieut. Frederick James Taggart Hutchinson to be Capt. by purch. vice Magenis, who retires; Ensign Christopher B. Cardew to be Lieut. by purch. vice Hutchinson; Fitz-Harding William Longuet Hancock, Gent. to be Ensign by purch. vice Cardew.

88th Foot—Captain Ormsby Phibbs to be Major by purch. vice Mackie, who retires; Lieut. Peter Martyn to be Capt. by purch. vice Phibbs; Ensign Robert William Balfour to be Lieut. by purch. vice Martyn; George Maxwell, Gent. to be Ensign by purch. vice Balfour.

95th—Lieut. William Neville Cusance to be Capt. by purch. vice Campbell, who retires; Ensign Edward Thompson to be Lieut. by purchase vice Cusance; Frederick William Chapman, Gent. to be Ensign by purch. vice Thompson.

Royal African Colonial Corps—Ensign Henry Frederick Saunders to be Lieut. without purch. vice Nicolls, dec.; John Warren Glubb, Gent. to be Ensign vice Saunders.

Unattached—Lieutenant Alexander Murray Tulloch, from the 45th Regt. of Foot, to be Capt. by purch.

Brevet—Capt. Richard Magenis, of the 74th Regt. of Foot, to be Major in the Army.

Memorandum—Capt. James Gifford Cowell, upon h.p. of the 71st Regt. of Foot, has been allowed to retire from the Service, by the sale of an unattached company, he being a settler in Upper Canada.

## WHITEHALL, March 21.

The Queen has been graciously pleased to direct letters patent to be passed under the Great Seal of the United Kingdom of Great

Britain and Ireland, conferring the honour of Knighthood upon Allan Napier M'Nab, Esq., Colonel of the Militia of the province of Upper Canada.

The Queen has been graciously pleased to direct letters patent to be passed under the Great Seal, granting to James Whitby Deans Dundas, Esq., Captain in the Royal Navy, the office of Clerk of the Ordnance of the United Kingdom of Great Britain and Ireland.

## WAR OFFICE, March 23.

14th Regt. of Light Dragoons—Ensign G. K. M. Dawson from the 90th Regt. of Foot, to be Cornet by purch. vice Bodkin, who retires.

16th Regt. of Light Dragoons—Capt. G. J. McDowell to be Major by purch. vice Mercer, who retires; Lieut. P. Bonham to be Capt. by purch. vice McDowell; Cornet D. H. Mackinnon to be Lieut. by purch. vice Bonham; J. R. O'Connor, Gent. to be Cornet by purch. vice Mackinnon.

Scots Fusilier Guards—Capt. Hon. D. C. Murray, from the 25th Regt. of Foot, to be Lieut. and Capt. vice D. Willan, who exch.

1st or Grenadier Regiment of Foot Guards—Capt. Hon. J. Lindsay to be Adjutant vice Torrens, appointed Major of Brigade.

Coldstream Regt. of Foot Guards—W. T. C. Robinson, Gent. to be Assistant-Surgeon.

25th Regt. of Foot—Capt. R. D. Willan, from the Scots Fusilier Guards, to be Capt. vice Murphy, who exch.

40th Foot—Ensign H. Halkett to be Lieut. by purch. vice Wilecock, who retires; J. Johnston, Gent. to be Ensign by purch. vice Halkett.

45th Foot—Ensign John Otway Caffie to be Lieut. by purch. vice Tulloch, promoted; Henry John Shaw, Gent. to be Ensign by purch. vice Caffie.

47th Foot—Major Lord G. A. Hill, from the h.p. unit to be Major vice M. Dalyell, who exch.; Capt. J. Gordon (2nd) to be Major by purch. vice Lord G. A. Hill, who retires; Lieut. J. B. Blake to be Capt. by purch. vice Gordon; Ensign D. West to be Lieut. by purch. vice Blake; R. L. Elvington, Gent. to be Ensign by purch. vice West.

62nd Foot—Ensign G. MacLay to be Lieut. by purch. vice Mathias, promoted; L. B. Tyler, Gent. to be Ensign by purch. vice MacLay.

71st Foot—Capt. W. Perceval, from the half-pay of the 9th Regt. of Foot, to be Capt. vice Brevet Major W. Long, who exch.; Lieut. W. Speer to be Capt. by purch. vice Perceval, who retires; Ensign W. Hope to be Lieut. by purch. vice Speer; John Elphinstone Fleming, Gent. to be Ensign by purch. vice Hope; Surgeon T. Bulkeley, M.D., from the half-pay of the 4th West India Regt. to be Surg. vice T. Young, placed upon half pay.

90th Foot—Lieut. W. J. Owen to be Capt. without purch. vice Bowlby, dec.; Ensign J. H. Ringhaust to be Lieut. vice Owen; T. Ross, Gent. to be Ensign by purch. vice Ringhaust, appointed to the 14th Light Dragoons; Gent. Cadet W. P. Purnell, from the Royal Military College, to be Ensign vice Ringhaust.

93th Foot—Ensign P. A. Whimper to be Lieut. by purch. vice Kennedy, who retires; R. Stephenson, Gent. to be Ensign by purch. vice Whimper.

Brevet—Capt. F. Bussiett, of the Royal Malta Fencible Regt. to be Major in the Army, with local and temporary rank.

## BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

At Belliary, Madras, the Lady of Assistant-Surgeon Dartnell, 41st Regt., of a daughter.

At Edinburgh, the Lady of Lieut.-Colonel Johnston, 99th Regt., of a son.

At Furbeck Lodge, Monkstown, the Lady of Capt. Rochfort, R.N., of a daughter.

At Fermoy Barracks, the Lady of Lieut. and Adjut. at Day, 99th Regt., of a daughter.

At Mountjoy-street, Dublin, the Lady of Capt. Phipps, 85th Regt., of a daughter.

On Southerney, near Exeter, the Lady of Major Armstrong, 45th Regt., of a son.

Feb. 20, at Dunbea, the Lady of Lieut. C. Holbrook, R.N., of a son.

Feb. 20, at New Cavendish-street, the Lady of Capt. T. Martland, R.N., of a son.

Feb. 21, at Tinto, the Lady of Capt. Galloway, 10th Regt., of a daughter.

Feb. 26, at Devonport, the Lady of Lieut. Home, R.M., of a son.

Feb. 27, at Dawlish, the Lady of Lieut. C. B. Bayly, R.N., of a daughter.

Feb. 27, at the Cedars, Putney, the Lady of Col. the Hon. Leicester F. Stanhope, C.B., of a son.

Feb. 28, at Englefield Green, the Lady of Lieut. C. S. Teale, 4th Regt., of a daughter.

At Stapleynow, near Taunton, the Lady of Capt. F. Blundell, 11th Light Dragoons, of a son.

March 2, at Heavitree, the Lady of Lieut. Lewis, 94th Regt., of a daughter.

March 2, at Falmouth, the Lady of Lieut. Forrester, R.N., of a son.

March 3, at St. Mary's Church, near Torquay, the Lady of Lieut. T. Richmond, Esq., R.N., of a son.

At Leith, the Lady of Lieut. Brewer, Royal Artillery, of a son.

March 15, at Woodbridge, the Lady of Lieut. J. Cockburn, 79th Highlanders, of a daughter.

March 24, at Twickenham, the Lady of Lieut.-Colonel Bateman, of a son.

## MARRIAGES.

At Corfu, Lieut. J. Jenkin, Royal Engineers, to Sarah Juliana, daughter of Lieut.-Colonel Hutchesson, commanding Royal Artillery, Ionian Islands.

Recently, at Greenwich, John Taylor, eldest son of the late John Bracey, Esq., of North Yarmouth, to Elizabeth Holden, second daughter of Lieut. De Montmorency, R.N., of Greenwich Hospital, and grand-niece of Lord Viscount De Montmorency.

At Loose, Kent, Capt. H. Shovel Marsham, R.N., to Maria, daughter of W. Jones, Esq., of Ballinamore, Leitrim, and Hayle Place, Kent.

In Brier, Lieut. Smith, of the 48th Regt., to Sophia, eldest of the late John Cosgrave, of Niphin.

At Glendore, L. Denny, Esq., Lieut. R.N., to Margaret, daughter of the late D. Donovan, Esq.

Feb. 13, at Oxford, W. Doak, Esq., Surgeon, R.N., to Maria, only daughter of Mr. Sherfield.

Feb. 15, at Northam, Major Bailly, R.A., to Mary Anne, daughter of the late J. Norris, Esq., of Nonsuch House.

Feb. 19, at East Allington, Lieut. Clapp, R.N., to Mary, only daughter of the late J. S. Parge, Esq., of Rimpston.

At Freshford, Somersetshire, the Right Hon. Earl of Arran, to Elizabeth, M., daughter

of Colonel William Napier, C.B., the historian of the Peninsular War.

March 6, at Woolwich, D. Geddes, Esq., Surg. R.N., to Ann Tindal, second daughter of Capt. Heriot, R.M.

March 8, at St. Martin's Church, Lieut. J. W. Mitchell, Royal Artillery, to Anne Sarah, eldest daughter of John Wray, Esq., of Suffolk Place, Pall Mall.

At Chatham, Lieut. J. M. Mottley, R.N., to Eliza, youngest daughter of W. Stone, Esq., builder, of Chatham Dockyard.

At Mansfield, Commander R. H. H. Pigot, R.N., to Catharine, daughter of the late Rev. J. Parsons.

At Bath, Captain W. Robertson, R.N., to Elizabeth, daughter of the late H. Patet, Esq., of Bristol.

March 24th, at Bow Church, Captain R. Stack, 45th Regt., to Caroline, youngest daughter of the late J. Trigge, Esq., of Windsor.

## DEATHS.

Nov. 16, at Trincomalee, Lieut. J. G. Jackson, R.N., First Lieut. of H.M.S. Winchester.

At Sea, on board the Winchester, Captain P. Martland, 7th Regt., Military Secretary to the Commander-in-Chief at Madras.

At Nauplia, in the Morea, Lieut. Du Plat Art. German Legion.

Dec. 21, at Bermuda, Captain Young, Royal Engineers.

Jan. 2, at Jamaica, of a concussion of the brain, arising from a fall from his horse, Lieut. A. Welch, R.N., a Stipendiary Magistrate of the island.

Jan. 2, on board H.M.S. Russell, in the Mediterranean, Lieut. Annesley, Royal Marines.

Jan. 3, at Liverpool, Lieut. Lowy, half pay 2nd West India Regt.

Jan. 4, at Antigua, Capt. G. Lowen, late 93rd Regt.

Jan. 13, at Pernambuco, on the South American Station, Lieut. E. L. Harvey, R.N., commanding H.M.'s brig Wizard.

Jan. 13, at Falmouth, Antigua, Lieut. E. C. Owen, R.N., commanding H.M.S. Carron.

Jan. 14, Lieut. Tristram, half pay 3rd Drag.

Jan. 30, at Derby, Col. Miller, half pay Cumberland Rangers.

Jan. 30, at New York, Capt. T. Barclay, R.N. in his 55th year.

Feb. 6, at Danforth, Surgeon Dr. Burd, half pay staff.

Feb. 14, at sea, on passage home from Demerara, where he held the appointment of Harbour Master, Commander F. Southey, R.N., aged 60.

On the coast of Africa, Lieut. IP P. Deschamps, R.N., in command of the Bonetta.

On the Coast of Africa, Lieut. G. F. Rosenburgh, R.N., in command of the Forester.

Feb. 17, at Moray Frith, N. B., Ensign G. W. Hopkins, 76th Regt.

Captain Highmore, late 5th R. V. Battalion.

At the Artillery Barracks, Clonmel, Lieut. Pelcher, Barrack-Master, late of 1st Life Guards.

In Dublin, of apoplexy, Capt. W. Abbott, late 54th Regiment.

At Highgate, Lieut. J. Browne, R.N.

At Torquay, Devon, Dr. T. Donohoo, aged 69, late Physician to the Forces.

At North Yarmouth, retired Commander W. Todman, R.N.

Capt. Parkinson, R.N.

Feb. 25, at Torpoint near Devonport, Commander J. Edwards, R.N., aged 62.

At Cullinstown-Avenue, Gen. S. D. Arabin, late Royal Irish Artillery, aged 83.

At Market Hill, Armagh, Lieut. C. Stuart Barker, late 64th Regt.

Lieut. R. J. Scriven, R.N.

At Portarlinton, Capt. C. C. Webb, late 72nd Highlanders.

At Edinburgh, Major E. Addison, late 80th Regt.

In France, Lieut. Isaac Hall, 16th L.R.

March 4, at Liskeard, aged 81, G. B. Vorgan, Esq., retired Surgeon, R.N.

March 6, Lieut. J. Hope, R.N. in command of H. M. schooner *Pincher*. For particulars respecting the melancholy fate of this vessel, see our Portsmouth correspondent's letter.

March 9, at Portsea, Commander W. Mallett, R.N.

March 10, at Florence, the Right Hon. Lord Selkirk, Capt. Royal Navy, in his 61st year.

March 12, in Drummond street, Eastons-sq., Capt. G. Munton, late Paymaster R. Fusiliers.

March 14, near Hastings, having, in a fit of temporary insanity, committed the fatal act of self destruction, Lieut.-General Millar, Colonel-Commandant of the 3rd Battalion of the Royal

Artillery, and Director-General of the Field Train Department.

March 14, at Upper Banchory, Aberdeen-shire, Major John Garcock, late Assistant-Adjutant-General, in his 63th year. We shall give, in our next, a biographical notice of this lamented officer.

March 16, at Portsmouth, Capt. J. Bowlby, 90th Light Infantry.

March 17, at Southsea, Commander Joseph Simmonds, R.N.

March 19, at No 105, Piccadilly, Lieut.-Gen. Sir Edward Barnes, of Beech Hill Park near Barnet, Esq., M.P., &c. &c., aged 62.

March 20, in Sloane-street, Dr. G. R. Laidlaw, Deputy Inspector-General of the Army Hospitals.

March 21st, at his seat, Dalhousie Castle, Mel-Lothian, General the Right Hon. the Earl of Dalhousie, G.C.B., Colonel of the 26th Regt. and Capt.-General of the Royal Company of Archers, or Queen's Body Guard.

March 22, at Broekhuist, Capt. Horsley, late 53rd Regt.

March 23, at Chichester, Commander G. F. Dixon, R.N., lately of H.M.S. *Caledonia*, and son of Captain Dixon, who was lost in the *Apollo* frigate on the coast of Portugal.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

FEB. 1838.	Six's Thermometer		At 3 P. M.			Pluvi- meter Inches	Evapo- rator Inches.	Winds at 3 P. M.
	Maxim. Degrees.	Minim. Degrees	Barom. Inches.	Thermo- Degrees	Hegrom. Faths.			
1	31.0	32.6	30.12	23.0	863	frozen.	frozen.	N. by E. calm, cloudy
2	33.6	31.7	30.33	22.0	789	—	—	N.N.E. calm, cloudy
3	34.1	30.3	30.35	32.7	791	—	—	N.E. by E. lt. airs, blue
4	33.0	27.8	30.35	32.8	756	—	—	N.N.E. magnificent day
5	35.8	29.0	30.01	33.23	717	—	—	N.E. calm, cloudy
6	43.0	31.2	29.88	31.0	631	—	—	S by E. light airs, fine
7	37.9	31.3	29.41	37.0	810	—	—	S light breezes
8	49.6	31.0	29.00	42.8	880	—	—	S. light airs, cloudy
9	45.7	35.2	29.08	41.3	800	—	—	S.S.E. fresh breeze
10	43.6	31.0	29.20	35.9	803	—	—	N. light breeze, cloudy
11	36.4	29.8	29.48	34.2	780	—	—	N.N.W. light airs, clear
12	31.3	27.7	29.60	33.2	690	—	—	E. by S magnificent day
13	40.0	28.6	29.62	34.1	720	—	—	N.E. calm, and fine
14	35.0	27.4	29.76	31.5	721	—	—	E. fresh breezes, fine
15	34.7	29.0	29.68	31.8	703	—	—	E. squally, cloudy
16	33.2	29.0	29.83	33.0	710	—	—	E.N.E. squally, snowing
17	33.6	29.7	29.96	32.8	716	—	—	N.N.E. fr. breeze, snow.
18	34.9	30.3	30.13	34.3	723	—	—	N.E. light airs, cloudy
19	34.9	30.0	30.10	34.8	722	—	—	N.W. calm, cloudy
20	40.6	30.2	29.72	36.0	817	—	—	N.E. light airs, cloudy
21	36.3	34.0	29.80	35.7	719	—	—	N.N.E. calm and cloudy
22	35.9	33.0	29.72	35.5	724	—	—	E.N.E. fresh breeze, cloudy
23	36.0	34.7	29.47	34.2	759	—	—	N. light airs, clear
24	36.8	34.0	28.88	36.3	823	—	—	S.S.E. calm, spec. rain
25	42.8	36.4	28.88	42.5	809	—	—	S.S.E. beautiful day
26	42.7	37.0	29.08	37.6	831	—	—	N.E. fresh breeze, cloudy
27	37.6	36.0	29.23	36.5	835	—	—	E.N.E. incessant rain
28	33.7	36.2	29.17	38.7	855	—	—	S.W. calm, heavy rain

# STEAM COMMUNICATION

## BETWEEN

### INDIA AND GREAT BRITAIN.

In March, 1836, Captain Grindlay was appointed Agent to the Committee in Calcutta, formed for promoting a regular Steam Communication between India and Great Britain.

In April, 1836, he was appointed to the same office by the Committee formed for a similar object at Madras.

Subsequently to these appointments various statements were made in India respecting Captain Grindlay's views on the subject, which were calculated seriously to injure him in the judgment of his constituents. As soon as he became aware of their existence, he proceeded, with the earnestness of conscious integrity, to produce evidence of their incorrectness. On one occasion he was constrained to appeal to that distinguished friend of India, Lord William Bentinck, who immediately honoured him with a testimony which ought to silence similar imputations for the future.

The correspondence which follows arose out of a conversation with Captain Barber, in reference to the publication in "The Calcutta Courier," of the 9th of August, 1837, of a document professing to be a letter from that gentleman to a correspondent in Calcutta. Having thus stated the origin of the present collection of letters, Captain Grindlay leaves them to speak for themselves.

## CORRESPONDENCE.

No. 1.]

(Copy.)

CAPTAIN GRINDLAY TO CAPTAIN BARBER.

16, Cornhill, 21st February, 1838.

MY DEAR SIR,—In reference to our conversation yesterday, I have now the pleasure to send, at your request, "The Calcutta Courier" of the 5th of August last, containing a copy of a letter alleged to have been written by you.

As you assured me that you did not recollect having made such statement as the paper professes to give upon your authority, I must conclude either that there has been some mistake in the matter, or that the opinion quoted as yours was given hastily and without deliberation. If the editor of the paper has been misled as to the authority on which the statement rests, you, of course, will not object to afford me the means of setting him right; and if, on the other hand, you may have been unintentionally the cause of inflicting upon me a casual injury, I feel assured that you will be equally ready to do me justice, by acknowledging that I have never ceased to be the warm advocate of the Comprehensive Scheme of steam communication with India. You are aware that this is the fact; but if any doubt could exist on the subject, it must be removed by the unequivocal testimony so handsomely borne by Lord William Bentinck to my views and exertions, in his Lordship's letter to me, of the 15th of November last, a copy of which I inclose for your information; and from the minute knowledge which his Lordship had from the commencement the opportunity of acquiring, it will be admitted that a more unexceptionable witness could not be referred to.

Requesting the favour of your early reply,

I remain, my dear Sir, yours faithfully,

(Signed)

R. M. GRINDLAY.

Captain James Barber.

No. 2.]

(Copy.)

CAPTAIN BARBER TO CAPTAIN GRINDLAY.

East India Rooms and General Agency, 64, Cornhill,

February 23rd, 1838.

MY DEAR SIR,—Your letter, and "The Calcutta Courier" of the 9th of August, came to me yesterday, and should have been instantly replied to, but I was engaged.

I stated at our interview, and still declare, I have no recollection of having used your name in any public letter; but having written so many without retaining copies, I might be mistaken, and therefore wish for a sight of that referred to. I have read it, and at once acknowledge to every word. From the beginning to the conclusion it shows you it was a private communication.

I remain, my dear Sir, yours faithfully,

(Signed)

JAMES BARBER.

Captain R. M. Grindlay.

No. 3.]

(Copy.)

CAPTAIN GRINDLAY to CAPTAIN BARBER.

23rd February, 1838.

MY DEAR SIR,—I have received your letter of yesterday, in which you very candidly admit yourself to be the author of the letter published in the Supplement of "The Calcutta Courier" of the 9th August last, under your name.

I cannot but think it a matter of perfect indifference, whether the letter was a public or private one. Either with or without your consent it has at length become public: and my complaint had reference, of course, to its possible effects, and not to the circumstances under which it was written.

You must now be convinced that the assertion of my being "for the Company's plan of operation," meaning the plan which fell short of the Comprehensive Scheme, was made under an erroneous impression; and I feel satisfied that it would give you pain to inflict wrong upon any one, I am persuaded, that by adopting the course suggested in my letter of the 20th instant, you will relieve me from the effect of the unfavourable impression, which you have unintentionally afforded the means of creating.

I need not say that your letter now under reply does not effect this, but still leaves me subject to an imputation which you must now be conscious I do not deserve.

You must feel certain that Lord William Bentinck, and the members of the Home Committee would never have consented to bear such unequivocal testimony to my exertions in favour of the Comprehensive Scheme, had I been guilty of the charge made against me in your letter published in "The Calcutta Courier."

I remain, yours faithfully,

(Signed)

R. M. GRINDLAY.

Captain James Barber.

No. 4.]

(Copy.)

CAPTAIN BARBER to CAPTAIN GRINDLAY.

East India Rooms and General Agency, 64, Cornhill,

Monday, February 26th, 1838.

MY DEAR SIR,—I should have replied to your letter of the 23rd instant earlier, but I have been reflecting, with a desire to bring my mind to a conviction, that I wrote "under an erroneous impression," in May last, when I expressed my conviction in a private letter, that your exertions towards effecting Steam Communication with India, did not embrace a Comprehensive Scheme; but as I find, after the most deliberate and mature consideration, that opinion remains unaltered, it becomes imperative that I should give the reasons upon which it was founded. It will lead me into detail, but I shall be as brief as possible.

When your appointment and instructions arrived from Calcutta and Madras, you knew influential merchants and others had formed themselves into a "Provisional Committee," to promote the object sought after by your constituents; and that various important steps had been taken by them to obtain a just consideration of the Resolutions of the Committee, that were passed in 1834. It will, I think, be admitted by any impartial reasoner, that your first step should have been an interview with those gentlemen, to have seen whether, by your co-operation, you could have aided and strengthened their pursuit, if a right one; if, on



the contrary, it were at variance with the instructions you had received, or detrimental to the accomplishment of the object desired, it should then have been your endeavour, as an advocate, if possible, to have put aside these erroneous impressions and opinions, and to have placed them in possession of the views and wishes of your constituents: who became such, in ignorance of any Provisional Committee being formed. I need not say, —You did not.

You sought the co-operation of Mr. Larpent and Mr. Crawford.\* The first gentleman was at the time opposed to the "Red Sea route;" the last has always been an advocate for the Bombay line only.

"The Atlas," a Journal at your command, and in which it might be expected the wishes of your constituents should be urged, was either altogether silent, or very tame and general in its remarks.

The "Pamphlet," avowedly written by you, as London Agent to the Calcutta and Madras Steam Committee,—and at the express wish of your constituents,—to my judgment (in which it appears I was not singular, for it arrived in India long prior to my letter,) certainly does not advocate the Comprehensive Scheme with the interest due to that particular point from yourself, as the Agent employed to uphold the views of the Committees of Calcutta and Madras.

You were desirous of getting up a public meeting in London, and you named to Major Head and myself, in our Committee-room at Crosby-square, that Mr. Crawford was to be in the chair.

That gentleman had refused to sign a petition from the Merchants of London to the House of Commons, to strengthen and aid the petition from Calcutta, which had been placed in Lord William Bentinck's hands to present.

The foregoing reasons, and the general tenor of our conversation, the few times we had an opportunity of discussing the point, still leaves an impression on my mind, that (up to the date of the letter to which you have referred, and which was not written for publication,) you were not a warm and strenuous advocate of the Comprehensive Scheme.

I have now given you the opportunity of shewing upon what grounds I rested my opinion. The public must judge between us.

I remain, my dear Sir, yours faithfully,

(Signed)

JAMES BARBER.

No. 5.]

(Copy.)

CAPTAIN GRINDLAY to CAPTAIN BARBER.

16, Cornhill, 1st March, 1838.

MY DEAR SIR,—I have to acknowledge your letter of the 26th ultimo. The reason which you assign for not affording an earlier reply to mine of the 23rd, is very satisfactory; and, in this respect it differs widely from the result of your labours to bring your mind to the conclusion, that I had acted in good faith towards my constituents in India. I have, however the consolation of knowing, that this conclusion has been attained, without any labour or difficulty whatever, by those among the friends of Steam Communication with India, who are most distinguished by knowledge, zeal, rank, and influence; and I have not the slightest apprehension of carrying conviction on the subject, to the mind of every intelligent and impartial person who will take the trouble of entering upon the inquiry.

I am bound, however, to observe, that you appear scarcely to do justice to the effects of the "deliberate consideration" of which you speak. It is obvious that *some* change in your opinion has taken place, though not to the extent which I had a right to anticipate. You now refer to my exertions towards effecting Steam Communication "with India" as "not embracing the Comprehensive Scheme;" and speak of my not being "a warm and strenuous advocate" of the same scheme. This is very different from the language held in your letter, published in "The Calcutta Courier," in which you say, "*Grinley, Larpent, Elphinstone, and Crawford, are for the Company's plans of operations; and, in the parties you will see the cause.*" I shall not stop to discuss the value of the insinuation contained in the last few words of this passage. I only quote it because it contains a distinct and unqualified assertion that I was for the *Company's* plan; and, consequently, *AGAINST* the *comprehensive* plan. You are now pleased to represent me as merely *indifferent* to a cause, to which you have formerly represented me as *hostile*. It is true, that the difference here is only in degree; but, as you have advanced thus far towards a candid and just estimate of my views and proceedings, I do not totally abandon the hope, that further "deliberate consideration" may enable you to perform the remainder of the journey. I must not, however, quit this part of the subject, without declaring that my "exertions *always* embraced the Comprehensive Scheme;" and that I was at all times, since I began to think on the question, "the warm and strenuous advocate" of that scheme: and here let me ask,—Can you make the same avowal?

You complain of my not having entered with sufficient warmth into the project originated in London, for undertaking a periodical communication, by Steam with the Mediterranean, Egypt, and India: and you state, that the object sought by the projectors, was that sought for by my constituents. Has the lapse of a few brief months caused you to forget, that, at the period to which you refer, the plan of the projected Company was for a communication with Bombay only? How did I manifest any indifference to the Comprehensive Scheme, by abstaining (as you allege,) from co-operating with those who did not adopt the Comprehensive Scheme? On the answer to this question I might rest my defence, in this particular, had I acted entirely of my own free motive; but all persons, both in England and India, who know anything of the late proceedings, know that I acted under a Committee here. That Committee did not deem it advisable to connect the success of the general question with that of the Joint Stock Company. Time has shown, that they are not mistaken in their judgment; the projected Company met with little success in this country, notwithstanding the patronage to which you allude; and, in Calcutta, the reception of its proposal was (according to your own statement, as it appears in "The Calcutta Courier,") "*perfectly freezing.*"

Another ground for concluding that I was an enemy to the Comprehensive Scheme, is, that I sought the co-operation of Mr. Larpent, and Mr. Crawford. I do not know that it would be necessary to apologize for seeking the co-operation of two gentlemen of wealth and influence, intimately connected with India; but it happens that your information on this point is altogether erroneous. My intercourse with Mr. Larpent was accidental. I was directed by the Calcutta Committee, to put myself in communication with Sir Charles Cockerill. This was impracticable, as that gentleman was then absent from town, and was soon afterwards attacked by that illness which terminated in his death; and I therefore communicated with Mr. Larpent, as his representative. Mr. Crawford

\* See page 587.—But proposed to extend to all the Presidencies as circumstances enabled them (the Provisional Committee) to do."

was added to the Committee, as, having charge of the Madras Petition. This was, of course, not my act, for I had no power of nominating members to the Committee: but if I were at all concerned in justifying the appointment, I should not think it necessary to go more than an appeal to the confidence reposed in Mr. Crawford, by the petitioners of Madras. I do not know upon what authority you affirm that Mr. Crawford "has always been an advocate for the Bombay line only;" but I cannot doubt that you will be prepared to produce it, if that gentleman should think it worth while to inquire.

You say that "The Atlas," a journal at my command, "was either *wholly silent*," in regard to the wishes of my constituents, "or *very tame and general* in its remarks." What is the precise meaning of "The Atlas" being at my command, it is not very important to inquire. Thus much I must however, be allowed to say, I have never used the public press as an instrument for depriving any one of the reward he has fairly earned. I have never employed it to undermine the reputation of others, and build my own success upon its ruins. I have never written a line *publicly* or *privately*, which could have such a tendency. I have never transmitted to India any remarks upon the characters and labours of individuals, which I would not have published, if necessary, in "The Atlas," or any other public journal here, or have caused to be proclaimed, at the Royal Exchange. Whether the extent of my influence with the periodical press, be great or small, I have never abused it to the prejudice of any one: and I have been equally careful not to make private communications a vehicle for charges which could not conveniently be brought forward in public.

But the accusation connected with "The Atlas," is, I regret to say, not perfectly intelligible to me;—you say that paper was "either *altogether silent*, or *very tame and general* in its remarks." Now if *altogether silent*, it could not be *tame*, and general in its remarks; because, remarks never made cannot have those qualities nor any other. On the other hand, if it were *tame* and general in its remarks, it was not *altogether silent*, because utterance is incompatible with silence. I do not know with which horn you will prefer to gore me, but both cannot be brought into action at once. If you say the paper was *altogether silent*, I must deny it, in point of fact; if you allege that its articles were worthless, I can only say, I have no doubt the writers will be quite willing to abide the result of a comparison with others on the same subject, which have occasionally appeared in the columns of the public journals.

The mention of the public press naturally leads to that of the pamphlet published by me on the Steam question; and here I must acknowledge myself indebted to you for information. Until enlightened by your letter, I was not aware that the pamphlet had been written, "at the express wish of my constituents." I had thought that the idea of publishing a brief view of the "state of the question for the purpose of attracting public attention," was my own. If any instructions were issued for me to write a pamphlet, I can only say, I never received them; and thus it would seem, that as some communications affecting me were made to India, without my knowledge or suspicion; some things in which I was interested, were done in India and no notice afforded me. This might be, but I do not think it probable: as to the pamphlet, I have said that its object was to draw attention to the subject—a very uninviting one to the mass of readers, and which would have disgusted them at once, if the treatment had been overloaded with details. The Appendix offered the means of entering into matters which could not be brought, without danger, into the tract itself; and it may be remembered that a favourable introduction was given to your plan and "Provisional Committee." With the

effect of the pamphlet neither the friends of Steam Communication, generally, nor myself as an individual, could be dissatisfied—it passed rapidly into every part of the kingdom—created an interest in the subject, in numerous quarters where none had existed before, and thus prepared the way for the more complete development of the details of the comprehensive plan. I do not, of course, claim any high merit on account of so brief a production—it was a popular tract, designed to act on popular opinion and feeling, and it completely answered its purpose.

I am now brought to the proposed PUBLIC MEETING, and in connexion with this, I am accused of the sin of designing Mr. Crawford for the chairman, although he had refused to sign a certain petition, which in your judgment he ought to have signed. Mr. Crawford was suggested, because he was one of the representatives of the City of London, and also an influential East India merchant, I suppose these circumstances did not constitute disqualifications; his refusal to sign the petition, I know nothing about, and if he had known it, I do not see that I had any thing to do with it. Perhaps Mr. Crawford thought that these clashing of separate interests, were detrimental. With reference to a public meeting, it is to be recollected, that I endeavoured to induce Major Head to unite with us, but in vain; he, and those with whom he acted preferred a separate petition. Surely if they had a right to refuse to co-operate with us, others had an equal right to decline acting with them. I do not offer this as an apology for myself, because I was always ready to act with any body in support of the common cause; and if that were advanced, I was perfectly indifferent as to who were the actors.

I believe I have noticed all the grounds upon which you endeavoured to sustain your *later and modified opinion*; that although not absolutely an advocate for *confining* the communication to Bombay, I did not *exert myself* to procure its *extension* to the other presidencies. You speak incidentally indeed of the tenor of my conversation, although you admit your opportunities of judging of it were few; but as you state nothing definitely, I have nothing to reply to. If you have a perfect recollection of those conversations, you ought to state what passed. If you have not, it was wrong to drag them in to afford a vague support to the rest of your charges. If you had quoted anything believed to have been said by me, I should have had the opportunity of admitting it, or denying it, or explaining, or of acknowledging that it could not be explained, or of saying that it needed no explanation. You have not done this; and as, therefore, that I can do is to declare, *most solemnly, and unequivocally, that I have never uttered a sentence in conversation with you or any one else, that was not in perfect accordance with the warmest advocacy of the Comprehensive Scheme, or with the adoption of any measures to promote it, that were* CONSISTENT WITH DISCRETION.

You have again reminded me that the offensive letter was *not written for publication*. I cannot regard this as an extenuation of the injury; for if it at all changes its character, I must view it as an aggravation. Against a public attack I might have defended myself; against a concealed one, though feeling the effect, I should be unconscious of the cause. I was thus wounded in the dark; and but for the casual publication of that which was never meant to see the light, I should never have known how, or by whom I had been assailed. I now know my accuser, and here contrast his judgment upon my conduct, with that of a nobleman, who has had every opportunity of observation, and whose knowledge, zeal, and high principle, render his approbation, honour indeed.

CAPTAIN BARBER'S  
TESTIMONY.

Extracts from a Letter signed J. Barber, in "The Calcutta Courier," of 9th August, 1837 :—

"But I am afraid the die is cast, and that on the 6th, Sir J. Hobhouse's plan, one formed and concluded by the East India Company, will be admitted as satisfactory, because advanced as an experiment to be carried onward successively, the consequence will be, the expense of disbursement for this measure, throwing aside the most profitable income, will be so great that I should not be surprised if, at no distant period, it was to be abandoned. To guard against this, they must be narrowly watched; but, unfortunately, their own arrangement and management of Steam operations show the unfitness of their agency in such matters. Mr. Telford and Mr. Mackillop are with us, and have, in fact, become honorary members of our Committee; but Grindlay, Larpent, Fletcher, and Crawford, are for the Company's plan of operation, and in the parties you will see the cause; however, I am to see Lord William next week, and I shall lay before him a plan which I think would be adopted, provided I could induce him to move for a Committee, and which, at one time, was his decided intention.

\* \* \* \* \*

"If the people of India were to have a good and efficient Committee at hand to work out their reasonable wishes; but they must be men who will give their serious attention to the subject, and be of no party—you always lose weight that ought to preponderate, from some mistake or other—who would have thought of sending a Petition to Crawford from Madras—or of any thing to Grindlay that is to run counter to the dictates of the Directors."

"The substance of the above is, that you, in comparative ignorance of my proceedings, brand me as a traitor to the cause, of which Lord William Bentinck, with a perfect knowledge of all that I have done, declares I have ever been the 'eager advocate,'—which is to be trusted?

I will not assemble that I have been much astonished by some circumstances that have occurred in India in connexion with my labours. I am astonished no longer. When it is known that private correspondence has been used by those who think their interests opposed to mine, as a medium for accusing me of an abandonment of my duty to my Constituents, and of surrendering the cause to which I have devoted every energy—the matter is explained. In referring, however, to Lord William Bentinck, I can now appeal to one who has no interest in injuring me, and who, if he had, is too noble and high-minded to desire it—to one who has no motive to honour me with his praise, but an honest conviction that it is not altogether

LORD WILLIAM BENTINCK'S  
TESTIMONY.

TO CAPTAIN MELVILLE GRINDLAY.

Park Place, Nov. 15, 1837.

"DEAR SIR.—I am happy in being able to afford the most satisfactory explanation in respect to the part you are supposed, in the paragraph of 'The Calcutta Courier' contained in your Letter, to have taken in endeavouring to influence me to concur in the adoption of the limited communication with Bombay only: the supposition is entirely erroneous.

"With respect to your general conduct as Agent of the Bengal Steam Committee, I can only repeat here what I have already written to Mr. Greenlaw, that I regretted very much the misapprehension which seemed to prevail regarding you.

"I have always found in you the most eager desire and the utmost activity and perseverance to promote the Comprehensive Scheme. To you I am indebted for an introduction to the greatest part of those Officers from whom I had to select the witnesses best calculated to promote our object, and I seize with pleasure the opportunity of thanking you for your co-operation, assistance and ready attention to all my wishes.

"I remain, dear Sir,

"Your faithful Servant,

(Signed) "W. BENTINCK."

\*From "Calcutta Courier" of 28th June, 1837.—

"There is also some reason to believe that but for his (Lord Wm. Bentinck's) veto, the limited plan submitted to the Court of Directors would have carried the day, a plan which we understand Captain Grindlay, the Bengal Agent, endeavoured, at the time, to get him to support."

undeserved. I have set his testimony to my character in juxtaposition with your remarks, and have only to say, "Look on *this* picture and on *that*."

You say, "the public must judge between us." I thank you for the opportunity you have offered me of enabling them to do so, and shall look with great confidence to their verdict.

Yours faithfully,  
(Signed) R. M. GRINDLAY.

No. 6.]

(Copy.)

CAPTAIN BARBER TO CAPTAIN GRINDLAY.

64, Cornhill, 16th March, 1838.

DEAR SIR,—Your letter reached me late last evening, (I am quite aware of the reason, as you have stated in your note, at the same time,) which prevented your sending it earlier.

I had no intention of prolonging this correspondence beyond my last; but your numerous argumentative pages, in reply thereto, and your several interrogations, compel me to take this notice, that I may not be misunderstood.

You write "It is obvious that some change in your opinion has taken place; whereas I have affirmed, and still do affirm, it remains unaltered." I did not say a word about your being in hostile array *against* the Comprehensive Scheme. There are sins of omission as well as commission; and my reasons for believing you acquiesced in the Company's plan of operation, I have already assigned. I make no complaint of your not having entered "with sufficient warmth" into the project of the "London Provisional Committee." I have stated, you *did not notice it at all*."

You ask me if I was always for the Comprehensive Scheme? *Most unequivocally* I was. But here let me remark, our relative positions were very different. You were the paid Agent and Advocate, acting under specific instructions, and supported by petitions and Memorials from your employers. I neither had, nor needed, other stimulus from India, than a sense of duty I owed to my Constituents, and a desire to render my services beneficial to them, by bringing the public eye to bear on this question; and, if possible, to force attention from the two authorities, to the resolutions of the House of Commons of 1831. I shaped my course accordingly, in March, 1836,—at a time, be it remembered, when there was not even a possibility of knowing the subject was again about to be agitated in India. How far the "London Provisional Committee," (in forming of which, Major Head and myself were the humble instruments,) succeeded, I leave to the consideration and judgment of parties interested, both at home and abroad.

You are pleased to be logical upon my phraseology respecting "The Atlas." I mean to say, that that organ of the press whispered once or twice—perhaps thrice—when a voice from India was tingling in your ears, loud and strong, supplicating for the Comprehensive Scheme, to obtain which you had been retained and employed.

You may be very "well satisfied" with the Pamphlet; and I know "it passed rapidly" as coach could convey it, to all parts of the kingdom. The question, however, is—paid for by your constituents, did it advocate their cause, in conformity with the clear and explicit instructions you received? I think not,—and, moreover, it was so decided by them long before my opinions reached India. The general question had been already (by your own admission in the Pamphlet) much treated of "in the Public Journals and Periodicals," and from "an unaccountable degree of coldness," public feeling had undergone an important change." This was, at all events, effected by the "Provisional Committee," fortunately; their services are not to be measured by your standard of value.

U. S. Journ. No. 113, April, 1838.

You say you were "wounded in the dark."—My Letter was written in May.—*I most unhesitatingly and distinctly avow*, that in December, when you read a portion of the Pamphlet to me in Crosby-square, I then told you, it reasoned upon the main question of Steam Communication; but I could not see any "particular points" bearing upon the charged scheme: you replied then, as you have since done, at sundry times, to myself and others, "*Get the boats to India, the Governor-General will take care of the rest.*" I differed in opinion—(you entertaining it only showed how little you were acquainted with the details necessary to the working of a full, effective, and Comprehensive Plan.)—I think I have shown I had a right to infer that you were not a warm and earnest advocate of the Comprehensive Scheme, as laid down by the Calcutta Committee; and entertaining that opinion, I had a right to express it, publicly or privately, without deviating from the prescribed rules or usages of society.

Some other portions of your letter, conveying numerous insinuations, I leave untouched: they are only worthy of *your* consideration. Our characters are both known; particularly by that community from whom you anticipate a favourable verdict; and there, also, I am content to rest.

I have the greatest esteem, admiration, and respect for Lord William Bentinck's talents and character; if all others concerned had felt and acted with the same faith, sincerity of feeling, and earnestness of purpose, on this question, the whole matter would long since have assumed a very different shape to its present form.

I remain, dear Sir, yours faithfully,

Capt. R. M. Grindlay.

(Signed)

JAMES BARBER.

No. 7.]

(Copy.)

CAPTAIN GRINDLAY TO CAPTAIN BARBER.

Cornhill, 12th March, 1838.

DEAR SIR,—I am favoured by your letter of Saturday; and, as I am unwilling to prolong a correspondence, the conduct of which must be inconvenient to us, and the perusal of which will, I fear, be wearisome to others, I shall notice it as briefly as possible. It is the less necessary to be diffuse, as my last letter replies, by anticipation, to nearly the whole of yours now under acknowledgment. You say your opinions remain unaltered. I should be reluctant to believe that you dissemble your real opinion, either when writing to your correspondents in India, or when writing to me. Let any one compare the tone of the two communications, and judge whether your opinion remains unaltered.

It seems I have been guilty both of "sins of omission" and of "commission." If this be so, I must be a most hardened and incorrigible offender; for notwithstanding the reproofs I have received from you, who have taken so much pains to convince other persons as well as myself, of the errors of my way, I really can feel neither penitence nor remorse. The greatest of my sins of omission appears to be, "that I did not 'floridize' all" your London Provisional Committee. Now I can adduce evidence that will, I think, ensure me absolution even from you. Your mistake appears to have arisen from your having commented on my Pamphlet, without having read it. To remove this cause of error, I send a copy, which I beg you will do me the favour to accept; and from which you will see, that in the Appendix, pages 73 to 78 inclusive, are wholly devoted to the subject; and that, so far from not noticing the Provisional Committee's plan, I printed their Prospectus at full length, with remarks, drawing public attention to its importance, and to the fitness of the Chairman, Major Head, to superintend such an establishment. In page 20 of the body of the Pamphlet, you will also find that I have said—"It is no less a duty to

give public sanction and support to some one of the plans by which private bodies have proposed to furnish the much-desired communication."

You allege, that you have always been the advocate of the Comprehensive Plan. You were certainly, at one period, the advocate of another, that is, of one which should, in the first instance, be a "Communicative to Bombay;" but proposed to extend "to all the presidencies as circumstances enabled them," (the Provisional Committee) "to do so." These are the words of the prospectus, which I have inserted in my Appendix. If, therefore, you say that you shaped your course according to circumstances, and with the view of promoting the success of the Comprehensive Plan, I say, and always have said, the same of myself. As to my Pamphlet, I shall leave others to determine whether or not it advocated the cause of my constituents *ably*; but I fearlessly assert that it *did* advocate that cause *judiciously*. I do not feel myself called upon to institute a comparison between the fruits of your labours and my own. I believe I have done the cause some good, and its best friends are not backward in ascribing to me a large share of the merit of awakening the public mind to the subject.

I must now be indulged with a very few words on my "sins of commission."—As far as I can gather them from your letter, they appear to be two. First, that my Pamphlet travelled into the country by coach. It probably did; though on this subject I cannot speak positively, and must refer you to the Booksellers. I see no harm in such a transit. Railways are not yet in general operation, and, for the present, we must do as well as we can with turnpike-roads and stage-coaches.

The second grand sin of commission seems to be, my having been logical and argumentative in my communications with you. I must plead guilty to this. I meant to be logical and argumentative. I think it the best method of procedure. If you do not agree with me, or from any other cause have failed to be logical and argumentative, I must regret it, but the fault is not mine.

In your eulogium upon Lord William Bentinck I cordially concur, and it is to me no small source of pride and gratification that my services have received the approbation of that distinguished nobleman.

I remain, dear Sir, yours faithfully,

Capt. James Barber.

(Signed) B. M. GRINDLAY.









